

Why You Should Take a Friend to See 'On Any Sunday'

By David Swift

You know where it's at; you've been around motorcycles long enough to appreciate the sensate thrill of riding one. You scoff at the shrinks who claim you're riding a phallic symbol, breeze past the hung-up commuters who vent their wrath by using you as a 70 mph punching bag, and hustle a few illegal laps at the old riding spot before someone calls the cops. All with a neat little grin on your face.

Your relatives still think you're weird and they only talk about the gory wrecks they've heard about. Your neighbors never did talk to you much, except when they want to sneak a ride. Everywhere you go, neurotics see you having fun and want your sport declared illegal. Don't you get a bit lonesome for understanding, sometimes?

Bruce Brown's "On Any Sunday" is made for people like you, and me. For the enthusiast, the film is a 91-minute celebration of the sport/profession of motorcycling. It captures the most intimate beauty of riding, exploring several regions in the most explicit detail.

We see the loud, pounding, vicious war of the mile and half-mile. We see the graceful ballet of sleek road racers, 100 miles an hour slowed to 10. We see trials, Bonneville Speed Week, the drags, motocross, and many other forms of competition and play in familiar and unfamiliar forms.

But many enthusiasts will learn little; they will see a phenomenal collection of racing footage and will probably crane their necks to find themselves. Also, they will laugh at themselves many times.

Suppose you have a new girlfriend who thinks you're the bees-knees except she can't quite dig your toys. You could bore her for hours jabbering about "freedom", "the man-and-machine relationship", or "wow-baby-it's far-out-groovey!", to no avail.

Just shut your mouth and let Bruce do all the work. Wait'll she see the slow-motion shot of Mark Brelsford laying it over perfectly on a half-mile. The agonizing instant replay of a Daytona rider getting off at speed will show her the battering your innocent little body can take. The multitude of those lovable Juniors crashing all over a motocross course will show her a side of the sport few people get to see, and she'll think you're tuff.

All the time she soaks this in, just sit there and give out an occasional nod, grunt, or smile. Knowingly.

Brown has created a unique documentary of man and his sport that is equalled only by his now-classic "Endless Summer". Fellow enthusiast Brown starts off in a humorous light with a gag few will catch: a close-up of a two-stroke single being kicked and the sound of a 40-inch twin coming to life. The next gag is more obvious, a fat man on a Mini-enduro. The credits roll with scenes of a bunch of kids from Palos Verdes doing DeCosters on their 20-inch bicycles and, finally, we get down to business: Mert Lawwill and the National Circuit.

We get a capsule glimpse of what it is like to compete professionally: The misery of losing a \$6000 race when a \$2 throttle cable breaks. The countless hours spent building, tuning, then rebuilding the bikes. The white-line fever and hamburger midnights of the 50,000-mile National Trail. Finally, we watch every rider but one, Gene Romero, crumble at the Sacramento Mile.

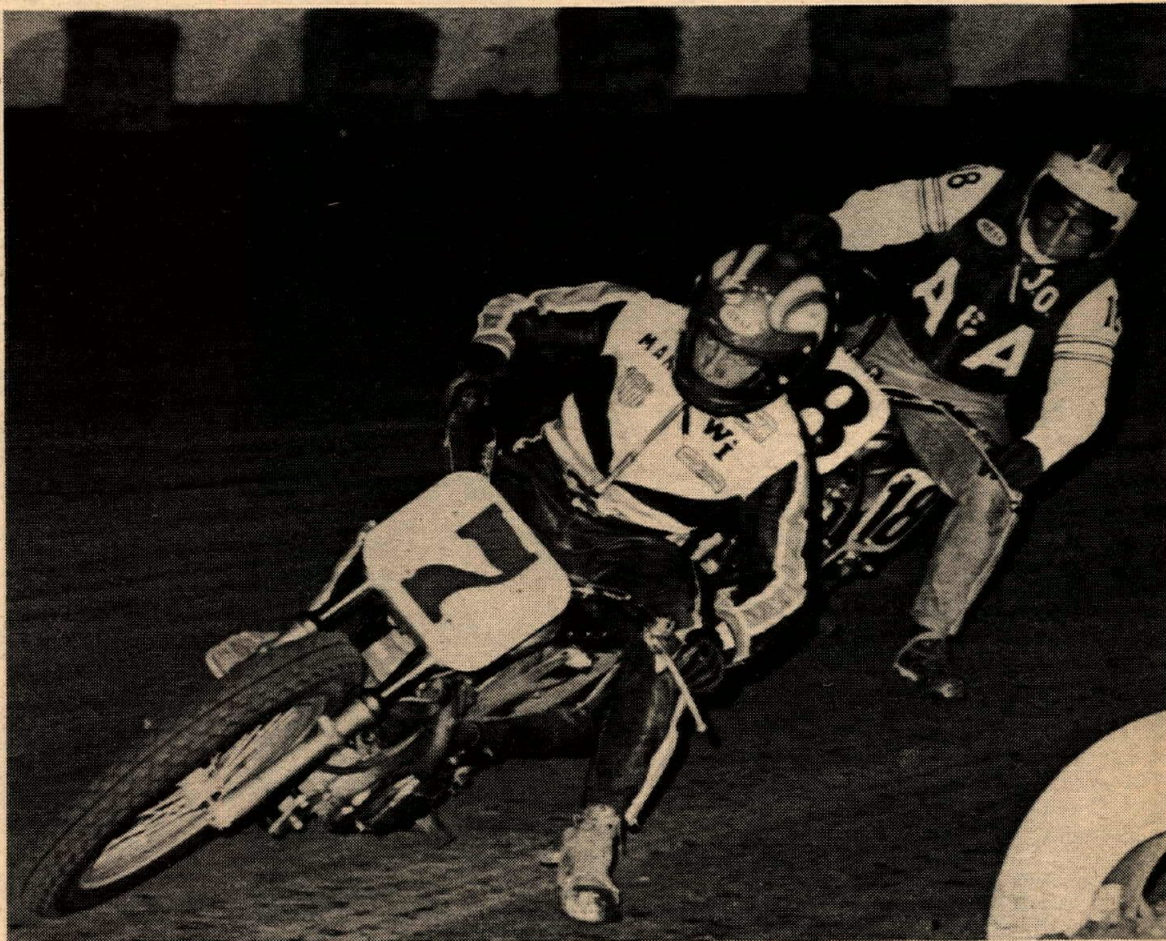
(Please turn to pg. 5)

Z'berg Z'duces Us Again

SACRAMENTO, CAL., July 27, 1971 — After effectively killing the recent AB 2985 by Assemblyman Z'berg through a last minute letter-writing campaign, another Assembly Bill (AB 3069) has been submitted by Assemblyman Z'berg, would could, again, eliminate off-road riding if ever passed.

Russ Sanford, M.O.R.E. lobbyist in this city, has attempted to meet with the author but has been unsuccessful to date. The bill, meanwhile, appeared before the state legislature July 21 with no immediate action taken.

Sanford's report, with the original and amended portions of AB 3069 which involved motorcyclists, appears on page 5.



Mark Brelsford, last week's TT winner, leads Jimmy Odom around the Corona Half-Mile National, an event that will have significant impact on the season's final standings. Odom did a bit better than the picture suggest, by the way. Story on page 18.

VALEK WINS INTER-AMA FINALE, OVERALL

UNADILLA VALLEY, NEW YORK, Aug. 1, 1971 — Czechoslovakian Vlastimil Valek overcame mechanical problems to ride a progressively consistent 4-3-2, to win the finale of the six-race Inter-AMA motocross series here today. The win hammered home Valek's domination of the series while CZ teammate Dave Bickers, who won last week's program at Honda Hills, took second in both race and the series.

The Englishman looked to be on the way to another win after taking the first and third leg but he failed to place in the second one.

Peter Lamppu led the Yankee brigades across the finish line to bring home a third overall for Montesa. Gary

Jones, who put in several outstanding rides for Yamaha during the series, was eighth overall.

Tore Jonsson led all three motos of the 500 Support class with Irish transplant Gordon Bowden, riding an English Sprite, sweeping the second position.

The 1.8-mile Unadilla circuit was chosen at the last minute after the Long Island site was cancelled. The course to receive the most praise from the most riders. "It's the best course we've ridden so far in the series," said Valek. The Czech also praised the American's performance, saying, "We've shown them where they need improving and they've showed us what they can do."

(Results on page 32)

Three Riders Seriously Injured

Three well-known professional racers from the Southern California area sustained serious injuries while racing this past weekend.

Chuck Hart, competing at Ascot Park's regular Friday night Half-Mile races, fell just before

crossing the finish line during the main event and received serious head injuries. He regained consciousness Sunday night but has since lost it again while being listed in fair condition at Gardena Memorial Hospital. He also received multiple fractures in his wrist.

Then, Saturday night, while competing in a Junior Heat race at Corona's Half-Mile National, Loyal Penn was run over by Texas rider Mike Kidd. (Bulletin: Penn passed away late Monday afternoon after

receiving extensive internal and head injuries. Funeral arrangements will be made later this week. Kidd is listed in fair condition...Ed.)

The third tragic mishap occurred Sunday at the Can-Am Motocross Series at Indian Dunes. Scott Hoffee was involved in an horrendous endo during his second moto and is now in the intensive care ward at a Redondo Beach hospital with severe internal injuries.

american c cycle a association presents

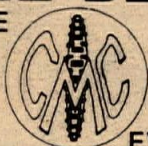
Aug. 4 — El Toro Speedway
Short Track & TT

Aug. 8 — Saddleback
Motocross

Sept. 6 — Carlsbad
Team MX

For further info. see calendar
or phone ACA office 10-6 M-F
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AT

Aug. 8th Carlsbad
15th — Saddleback Park
(Penton Series)

Aug. 22nd — Carlsbad
(Penton Series)

Aug. 29th — Ensenada Motocross

Sept. 5th Osteen Park
12th Carlsbad
19th Saddleback Park
26th Carlsbad

\$5 mail entry — \$10 post entry.
Mail entry closes five days before
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Small bores, 125cc & under, 3 hours per
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\$10 Mail Entry
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Aug. 22 — TRI-AM*
Series Finale

Aug. 29 — All Junior MX*
Simi Valley J.C.'s

5131 Tapo Canyon Road
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Mail: P.O. Box 1132, Ventura, Ca. 93001
Info: (805) 643-5858

* mail entry

Open daily from 4:30 pm and weekends

TUESDAY, AUGUST 3

MINIS, SCMB. Trojan Speedway, South
Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes.
213/862-0229.

WEDNESDAY, AUGUST 4

SPEEDWAY, SRA. Kern Co. Frngds,
Bakersfield, Ca. 8:30 pm. Free parking,
program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 &
El Toro Rd. \$5 mail (8/2), \$10 post. 7:30
pm. 714/774-3222.

THURSDAY, AUGUST 5

CMC MX, Ascot Park, Gardena, Ca. \$5 post.
Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Racwy,
Lubbock, Tex. 8 pm. Hi-Plains Racing Assn.,
5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca.
Gates close 7:15 pm. 213/862-0229.

FRIDAY, AUGUST 6

1/2-MILE, Ascot Park, Gardena, Ca. Night.
213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa,
Ca. 8:15 pm. \$2.50 adults, \$1.50 hi-teens, 50
cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo
(Ca.) Speedway, 8 pm. \$2 ride/watch. 'C'
trac. 707/644-0741.

SPEEDWAY, Cal-Expo., Sacramento, Ca.
8:15 pm.

PRO TT, Sidewinders. On Lawnfield Rd. near
Clackamas, Ore. 8 pm. 503/659-1022.



SCRAMBLES, Shasta. Happy Valley Racwy,
11 mi. W. of Anderson, Ca. \$2 ride/watch. 8
pm. 916/365-7753, 365-1709.

SATURDAY, AUGUST 7

TT, Elsinore Race Track, Elsinore, Ca. 7:30.
Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14
mi. S. of Chico, Ca. 8:30 pm. \$2 ride/watch.
3 plates. 916/342-9302.

SPEEDWAY, Trojan Spdw, South Gate, Ca.
7:30 pm. 213/923-9132, 862-0229.

JUNIOR MX, Indian Dunes, Valencia, Ca. \$5
post. 805/259-8000.

PRO 1/2-MILE, Agajanian Ent. Corona (Ca.)
Rcwy. 8 pm. \$1200 purse. Free parking.
714/735-1705.

HRA TT, 1/2-MILE, 395 Cycle Park, Adelanto,
Ca. \$2.25 TT, \$1.50 1/2-mi. Sign 5:30-7:30
pm. 714/246-6109. Camping.

SCRAMBLES, Hayward (Ca.) Speedway. 7
pm. Silencers. \$2 ride/watch. 'C' trac.

SAT. & SUN., AUG. 7 & 8

CAMP OUT, SRA. Soda Springs Lodge on
I-80. \$4 mail, \$4.50 post. Sign 9 am. Dance,
food, games, beer, dorms, trophies, etc. etc.
209 Second Ave., Redwood City, CA 94063.
415/364-1199, 366-4391.

SUNDAY, AUGUST 8

MX, Lompoc Slo-Pokes. Spillway Park,
Broadway off ramp from Hwy 101 in Santa
Maria, Ca. \$1.50 gate, \$3.50 ride. 10 am.
D-35 pts. 805/735-1177, 736-6362.

ACA MX, Saddleback Park, Ca. \$5 mail, \$10
post. Cash to Seniors. Prac. 8 am.
714/774-3222.

SCRAMBLES, Desert Racing Ent. Lucerne
Valley, Ca. \$300 purse. 2-50 mi. loops. 16400
Vanowen St., No. 1, Van Nuys, Ca. 91406.
213/787-5208.

MX, Rough Rider CANCELLED rk, Simi, Ca. \$4
mail, \$8 post. \$500 purse. Box
1132, Vent. CANCELLED. 93001.

ACE MX, Indian Dunes, Valencia, Ca.
Can-Am series, \$5 mail, \$7.50 post. \$500
purse. 805/259-8000.

CMC MX, Osteen's Bike Park, Pomona, Ca. \$5
mail (8/3), \$10 post. Box 1402, Costa Mesa,
CA 92626.

AMA NATIONAL MILE, Livonia, Mi. 20
laps.

MX, CMC Oregon, Goose Hollow. 20 mi. W.
of Salem, Ore., on Hwy 22. \$5 post, \$1 extra
class. 503/364-0461.

HARE SCRAMBLES, Masterlinks. Limed
from Adelanto, Ca. 17 mi. N. on Hwy 395, 9
am. \$3.25. Mufflers. Nov. trail one loop. D-37
pts. 213/327-1962.

SMRA TRIPLE-HEADER, Green Valley
Rcwy, N. of Fort Worth, Tex. MX, drags, and
road races. 2507 TCU Ave., San Angelo, Tex.
76901. 915/949-1030.

MINI, SCMB&KA. Saddleback Park, Ca. 10
am. \$2 gate, \$2.50/class, \$4 non-members.
Box 1455, Huntington Beach, Ca. 92647.
714/584-0269, 646-6025.

MX, Deadman's Pn- CANCELLED Valley, Ca. 10
am. \$2 post. CANCELLED. members, \$2 gate.
714/247-7473

MINI, AMRA. Indian Dunes, Valencia, Ca.
\$2.50 post, \$3 non-members, 10 am.
805/259-8000.

MINIS, WWMBRA. San Jose (Ca.) Frngds.
Use rear entrance. \$2.50 race \$1 watch. Box
AE, Campbell, Ca.

MX, Tijuana. 6 mi. E. of Tijuana B.C., Mexico
on Tecate No. 2 Hwy. \$3 entry, 50 cents gate.
714/423-0498.

MX, Simi Valley. Limed from PCH, W. on
Hueneme Rd., turn S. on Arnold Rd.,
Oxnard, Ca. 9:30 am. \$4 mail (8/3), \$6 post.
2004 Alscot Ave., Simi Valley, Ca. 93036.
805/527-7064, 526-6408. D-38 pts.

MX, Imperial Valley. Live Oak Springs, Ca. 9
am.

SCRAMBLES, Los Gatos. Cycle Hills, Ca.
Upper Track. \$2 ride/watch.

TUESDAY, AUGUST 10

MINIS, SCMB. Trojan Speedway, South
Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes.
213/862-0229.

WEDNESDAY, AUGUST 11

SPEEDWAY, SRA. Kern Co. Frngds,
Bakersfield, Ca. 8:30 pm. Free parking,
program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 &
El Toro Rd. \$5 mail (8/9), \$10 post. 7:30
pm. 714/774-3222.

THURSDAY, AUGUST 12

CMC MX, Ascot Park, Gardena, Ca. \$5 post.
Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Racwy,
Lubbock, Tex. 8 pm. Hi-Plains Racing Assn.,
5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca.
Gates close 7:15 pm. 213/862-0229.

FRIDAY, AUGUST 13

1/2-MILE, Ascot Park, Gardena, Ca. Night.
213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa,
Ca. 8:15 pm. \$2.50 adults, \$1.50 hi-teens, 50
cents tykes. 213/793-3917.

SPORT SCRAMBLES, American Cyn. Vallejo
(Ca.) Speedway, 8 pm. \$2 ride/watch. 'C'
trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15
pm.

PRO TT, Sidewinders. On Lawnfield Rd. near
Clackamas, Ore. 8 pm. 503/659-1022.

calendar

CALENDAR items are printed free
at a public service Mail listing to
CALENDAR EDITOR, CYCLE NEWS,
Box 498, Long Beach, CA 90801.
CYCLE NEWS is not responsible for
incorrect information.

AMA NATIONAL SHORT TRACK, Santa Fe
Park, Hinsdale, Ill. 25 laps.

SCRAMBLES, Fremont (Ca.) Raceway.
Silencers. 7 pm.

SATURDAY, AUGUST 14

TT, Elsinore Race Track, Elsinore, Ca. 7:30.
Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14
mi. S. of Chico, Ca. 8:30 pm (9/25). \$2
ride/watch. 3 plates. 916/342-9302.

SCRAMBLES, Hayward. Hayward (Ca.)
Speedway. 7 pm. Silencers. \$2 ride/watch. 'C'
trac.

SPEEDWAY, Trojan Spdw, South Gate, Ca.
7:30 pm. 213/923-9132, 862-0229.

SPORTSMAN TT SCRAMBLES, Far West.
Redwood Acres, 8 pm. D-36 pts.
707/442-9595. Box 789, Eureka, CA 95501.

NIGHT ENDURO, Checkpoint. Limed from
Hwy 395, 6 1/2 mi. N. of Four Corners. 9 pm.
\$5 mail, \$7 post, teams add \$1. D-37 pts.
Mufflers/silencers. Box 1424, Whittier, CA
90603.

CHANGES/ADDENDUM

MX at Deadman's Point August 8,
CANCELLED.

There will be no more Junior races at Indian
Dunes Saturdays until further notice.

All August dates at Turlock Fairgrounds (2,
14, 21, 28), CANCELLED.

MX at Rough Rider Park August 8,
CANCELLED.

There are no TT's by Mt. St. Helens during
August.

SHORT TRACK, Washoe Co. Frngds. Arena,
Reno, Nev. 7:30 pm. 702/323-6055.

JUNIOR MX 'CANCELLED', Valencia, Ca. \$5.
805/259-8000

PRO 1/2-MILE, Corona (Ca.) Raceway. 8 pm.
\$1200 purse. Free parking 714/735-1705.

SCRAMBLES, Shasta. Happy Valley Rcwy.
11 mi. W. of Anderson, Ca. 8 pm. \$2
ride/watch. 'C' trac. 916/365-7753,
365-1709.

HRA MX, 395 Cycle Park, Adelanto, Ca. \$5
post, no gate. Sign 5:30-7:30 pm.
714/246-6109. Camping.

SAT. & SUN., AUG. 14 & 15

CMA MX, "Rider Appreciation". 5800 S.
Bacchus Hwy (8000 West), SLC, Utah. Nov.
Sat; Expert, Powder Puff, & Minis. Sun. 1 pm.
\$3.50 race, \$1.50 watch. L. Knop, 904B E, 2
So., SLC, Utah 84102.

SUNDAY, AUGUST 15

MX, Deadman's Point, Apple Valley, Ca. 10
am. \$2 post, \$2.50 non-members, \$2 gate.
714/274-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca.
\$2.50 post, \$3 non-members. 10 am.
805/259-8000.

MINIS, WWMBRA. San Jose (Ca.) Frngds.
Use rear entrance. \$2.50 race, \$1 watch.
Noon. Box AE, Campbell, Ca.

ACE MX, Indian Dunes, Ca. Can-Am final. \$5
mail \$7.50 post. \$500 purse. 805/259-8000.

ACA MX, CRA. Osteen's Bike Park, Pomona,
Ca. \$5 mail, \$10 post, free gate. 10 am. 106
N. Claudia, Suite 312, Anaheim, CA 92805.
714/774-3222.

CMC MX, Saddleback Park, Ca. Penton Series.
\$5 mail (8/10), \$10 post. 10 am. Box 1402,
Costa Mesa, CA 92626.

MX, Cloverfield Motorcycle Race Track,
Friendswood, Tex., Noon. \$1.50 gate, \$2
ride.

TT SCRAMBLES, Richmond Ramblers.
Vallejo (Ca.) Speedway. \$2 ride/watch. 'C'
trac. Noon.

(Please turn to Page 34)

The life of the professional motorcyclist can become very hectic and if everything goes as I hope the next few weeks are going to be as busy as any I have experienced in my career.

Not just busy, either. There will be plenty of variety, too, with meetings in Norway, the United States, the regular rides in Great Britain and, if I qualify, in Sweden for the World Speedway Championship Final.

Friend and rival Ivan Mauger and myself are both going for a 10 day World Championship double in September. The World Sandtrack Championship Final is being held in Oslo, Norway on September 1 and we have both qualified. Now we must see whether we can reach the World Speedway Final in Gothenburg, Sweden, on September 10.

Don Godden will be the third British based representative in the Sandtrack final and he must be considered as one of the favourites for the title. Reigning European Champion Jon Odegard will be out to do well in front of his home Norwegian crowd while two others who will be tough to beat will be Denmark's Kurt Peterson and brilliant West German Manfred Poschenreider.

Ivan Mauger must also stand a very good chance. In the last of the qualifying rounds the JAWA factory provided him with a special works engine. The motor went like a dream and Ivan finished ahead of everyone to win the meeting.

Brigg's chances? I've never been a great one for making forecasts about my form but for the meeting in Oslo I will be using the same type of machine as Ivan. So I'm hoping to be in the hunt for the title.

Most important of all is that for the first time on the 1,000 metre sandtracks the JAWA will be a competitive machine.

Before the World Championship meetings I have a very important date in Chicago when I'm coming over for the Santa Fe Short Track meeting. The date is Friday the 13th of August and after the rotten luck I had in the meeting last year I'm hoping it will be Lucky 13.

Last year's meeting was a real disaster as far as I was concerned. When entering the last corner of my heat race I was in front and everything looked rosey. That was until I came across riders scattered all over the track. I successfully avoided them but my Yamaha went on one cylinder and six riders filed through on the inside.

That little lot put me out of the championship and I'm hopeful that this year everything is going to be that much better.

I've got good cause for this optimism for the biggest news on this meeting from my point of view is that I will be racing under the Don Vesco banner and Kel Carruthers will be personally looking after my machines. He'll be coming to Chicago for the express purpose of keeping my machinery going!

We have also built up a single cylinder Yamaha DT 1 engine as a back up for my Yamaha DT 2 so I'm hoping that this can be it.

So with the American short tracks and the long sandtracks of Europe I have to find a happy medium in Britain with my speedway.



BARRY BRIGGS

"Speedway and me..."



Ivan Mauger duels it out with Barry Briggs. Barry holds the inside line.

I'll be keeping you in touch with developments in the World Championship but I can't by-pass that competition completely without a mention of popular United States visitor Bert Harkins.

The flying Scotsman has been having his best ever season, despite the broken leg he sustained in America last October and a broken wrist he received in Australia.

Bert had qualified for the Nordic-British Final of the World Championship when the top dozen from Britain meet the survivors from Denmark, Norway and Finland.

Just under a week before the big meeting Bert took a tumble in a pretty unimportant scratch race at his home track, Wembley, and broke a collar bone.

That would have finished most men but Harkins went straight off to

Scotland to visit a doctor who has been of tremendous help to dozens of wounded speedway riders. He was hoping to be fitted up with some special protection and still compete in the Nordic-British Final.

Californian speed fans know all about the Scotman's courage so in my next column, when I give details of the Nordic-British Final I'll let you know how Bert managed.

My track Swidon have called in the help of James Bond to end a run of

annoying home defeats which has seen us slip down the British League table!

No, we're not implying British agent 007 but a speedway rider by the name of James Bond. Actually he prefers to be known as Jimmy but that's not nearly so good for the publicists!

Bond joins us from the Wolverhampton team where he couldn't get his place back after an early season injury. We're hoping that he'll provide us with a bit more power and help us climb the league table once again.

Bryan, Barry Finally Team

EUROPE, July 29, 1971 — From this side of the Atlantic to that — this is Snowflake, the roving AMXT reporter. To catch you up on what's been happening since I last wrote, Bryan punctured in the West German Grand Prix stripping him of a 10th overall which he recaptured in a Belgian international race featuring the GP greats. A day later we became an official team when we met Barry Higgins at the Luxembourg airport. From now on it'll be Kenney and Higgins pulling together for the stars and stripes.

The German GP at Bielstein shot my hopes sky high when the old man nearly clinched 10th overall. On a fire road type track, speed was the number one factor. According to our American supporters from the nearby military bases, our 14th place in the first moto was pretty good, and our 10th in the second was great! But while following John Banks on his new Husky, the rear tire blew! Kalberer, the Swiss national champion, right behind Bryan, went on to gain an official GP point for 20th that day. Germany scored a great victory on home soil with Adolf Weil taking honors.

Mettet, Belgium, only a couple of hundred km's from Germany, boasted a great string of the GP names for a Wednesday meeting. Aberg racked up high points with Torsten Hallman a close second on his prototype Yamaha. The Belgian conditions being reputedly tough, the club organizers took notice when an American named Kenney finished 10th.

Our next move was to clear up all last minute hassles in procuring the AMXT

Volkswagen van, and beat a trail to Luxembourg to meet Barry Higgins. That left us little time to uncrate the factory CZ in Brussels and get to a team race in France. Both our boys looked great on the washboard track, and aside from a lot of bad luck, the day turned out looking hopeful. The first moto Barry caught a rock on his chain guard putting him a lap behind by the time it was straightened out. The second moto



Bryan Kenney (31) has finally met his match — or teammate at least — Barry Higgins (29).



Kenney in West German GP, leading John Banks (15).

Cycle News

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"



WHO'S RIGHT AT PT. RICHMOND?

I read the article "S.F. Riders to Fight Arco for Point Richmond" in your July 27th issue. As an avid off-road motorcycle rider (with muffler) I'm always concerned about what land will be made off limits next. I'm in favor of the part about challenging Section 602M of the Penal Code, but as for taking land from its long-standing owners, I'm opposed. I'm neither a land owner nor in any way affiliated with the land owners in this case. It just seems to me that if land is privately owned, the owner should have the right to keep people off it if he chooses. The fact that the owner was nice enough to let people ride motorcycles on it for many years shouldn't alter that right. If the Richmond Ramblers win this case and take the land from the owners, do you think that any land owner in his right mind will dare allow motorcyclists to ride on his property? The answer is obvious. To win this case would be to win a battle but lose the war. I'm frankly surprised that Cycle News would contribute \$100 to such a cause. I'm tempted to make a contribution to ARCO. We would all be better off if the Richmond Ramblers would spend this much effort and money trying to provide relief from liability for land owners so they wouldn't have the fear of being sued by the first motorcyclist to fall and get hurt on their property.

HARVEY BJORNSTAD
Garden Grove, Calif.

Your points are valid except for a few exceptions. You state "The fact that the owner was nice enough to let people ride motorcycles on it for many years shouldn't alter that right (to keep people off it if he chooses)..." The fact DOES alter his right, as the courts ruled in 1970. 602M stipulates some weak lines; one is that the area must be known to be closed. Yet, it seems, this is not legal since the state ruled that the unused property cannot be closed after 5 years. Who is right: the land-owner who has allowed the public to use his vacant property for years and who now decides to instruct the local police to arrest an individual for now using his property, or the public who has used the property for years without complaint and who now faces civil action for trespassing on a piece of vacant property which the state has already ruled cannot be closed while it is still vacant? In answer to your question, true, it is obvious that any land-owner would attempt to do, but can he legally do it — that is, close off, under 602M, areas of undeveloped property which have been used for years by the public? That means all the areas cyclists have ridden in the past — without objection — can now be closed despite the state ruling to the otherwise. That's what we are fighting and that's why we donated \$100...Ed.

PUBLIC THANKS

On June 26, 1971, the Anaheim Parks and Recreation Department opened Banzai Mini Cycle Park, a 12 acre off-road riding area featuring three motocross type tracks. Getting approval, developing and operating this facility was no easy task and we could not have done it without the help of some very outstanding individuals. I would like to take this opportunity to publicly thank them for their assistance.

Dick Sandberg (O.C.M.C.) graded the tracks and was responsible for obtaining 3,000 yards of clay for track construction; Arvil Sparks (Mgr. Laws M.C.) worked behind the scenes for two years with our City Council as well as donated money for construction costs; Jim Ashman (Pres. of O.C.M.C.) has been working with us from the very beginning, helping in many ways.

O.C.M.C. also donated cash and their members have given us lots of track supervision time; the following list includes those people who donated money to help defray construction costs: Robert M. Law M/C, Orange Co. Honda, Irv Seaver M/C, Norm Reeves Honda, O.C.M.C., Stump Jumpers, Gripsters, Lemar Cycle, Norm Best Honda, Allec Bros. Yamaha, Tustin Honda and Kawasaki Motor

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Corporation.

Les White from American Honda Motor Co. Inc., was instrumental in obtaining two small Hondas for park patrol. Ted Broberg, an Anaheim School teacher, helped us build the neat picnic shelter; the Sled Riders have helped supervise tracks and got a bunch of old tires for rider control. Dick Ahlefeld (O.C.M.C.) wrote and submitted an article to Cycle News. Rick (Animal) Sandberg (O.C.M.C.) and Wayne O'Gara are at Banzai almost daily helping riders and supervising tracks.

Recently on the scene is Lee Barnes, a long time dirt rider; he is helping out with maintenance on weekends, starting at 7:00 AM every Saturday and Sunday regrading each track.

Thanks to all of the above and many more who have helped out along the way. You can all be proud of your efforts on this project...Where are the rest of you guys? We still need lots of help if Banzai is to continue and if we are to be able to build a bigger and better park.

RICHARD L. GAGNEBIN
Assistant Recreation Supervisor
Anaheim Parks & Recreation Dept.

NATIONAL POINTS

It would help us out in the mid-west if you printed either the purse of how many points went to first place. I have a book which I keep all nationals in and it's hard to keep up the points when you don't know how many to give.

CAROL MEIFERDT
Joliet, Ill.

Here's the remaining purses and first place

Invaders M.C. Dual European Scrambles at Hi Vista.

I know that you people do one hell of a good job in reporting the events of the day. The only problem is it is too one-sided. I know that the big news is for the Open Experts and the Amateurs, but I happen to notice everytime one of the clubs holds an event it seems that 500 or more Novice riders are present and doing their best to fill up the day's events. I bet everyone of these Novices read your Cycle News like my young men do.

When Dick Wright, who we know is a very busy man, made the statement (and I quote) "It is too bad that none of the Novices came over to tell us how they did" unquote. I just wondered if Mr. Thorwaldson and Mr. Roberts or Mr. Pfitzenreuter and young Mr. Clark did the reporting of their progress in the events!

DON E. BROWN
Rosemead, Calif.

It is to my knowledge that the Novices are the backbone of desert racing. They outnumber both the Amateurs and Experts put together. However, for the past few weeks your coverage of desert racing has been devoted to the Experts. Sure everyone likes to hear about the hotshot Experts and who won or lost, but they also like to see their own names and pictures in your paper just as much or more than J.N. Roberts, Rick Thorwaldson, Larry Pfitzenreuter or Terry Clark.

I also feel that some of the last few statements made were quite unnecessary, such as the last one



VOICES OF THE WEST

points: 8/8 — Livonia Mile (\$9000-82), 8/13 — Santa Fe Short Track (\$7000-82), 8/22 — Mt. Pocono Road Race (\$15,000-91), 9/5 — Talladega Road Race (\$18,000-91), 9/12 — Nazareth Mile (\$12,000-82), 9/25 — Ascot Half Mile (\$10,000-82), 10/3 — Oklahoma City Half Mile (\$7500-82) and 10/17 — Ontario Road Race (\$50,000-112)...Ed.

DELIBERATE INTENTIONS

I just finished reading your article on the Castle Rock National. We were at the race, too, but whoever said Aldana made a spectacular crash must not have been close by. It looked to many of us that he did it on purpose because he was continually losing positions after one cylinder failed.

In fact, he just laid the motorcycle down. It didn't flip over five times! Admit it! Aldana "did his thing" to save face. I have nothing against Aldana; he is one of my favorites. But please tell it like it is.

JOAN MCGREW
Kirkland, Wash.

We've talked to many people who attended the event and all have stated that Aldana did, in fact, crash spectacularly — some even say it rivals his San Jose crash in which he removed a length of the crash wall. Beyond that, we doubt very seriously that Aldana, or any National rider, riding for National Points would deliberately crash his expensive machine to "save face" and lose points...Ed.

DESERT, RATS

After reading your July 27 issue, I am very much dismayed to read the article of the Antelope Ramblers and the

mentioned, "It's too bad that none of the Novices came over to tell us how they did." I always thought that the reporters were suppose to get that information. After all, that is their job, not ours. Or am I mistaken?

Why can't you give at least the first three finishers in each class? If you can do it for the Experts and Amateurs, why not the Novices? We eagerly await you paper each Wednesday and then find nothing about our race.

MARTY BROWN
Rosemead, Calif.

Ninety-five percent of a desert story consists of acquired, rather than observed, information. This includes Roberts, Pfitzenreuter, et. al. Part of the problem is of your own admission, i.e., "500 or more Novices." Rarely does a Novice finish high enough overall to be picked out amongst the confusion during the pulling of the tank cards. If the first Novice comes in 20th overall, only his pit crew will notice. Mr. Wright his hardly omnipresent; we stand behind his quote 100 percent...Ed.

TSK, TSK

At the recent Hilltoppers race at Barstow, we were camped near the Invaders Club.

During the special Rescue Three race, one member of their camp ran to the course, dropped his pants, exposing himself and made gestures to a rider in the race. My wife and daughter did not appreciate this. If the police were there I would have insisted on an arrest.

BOB HELM
Los Angeles, Calif.

HONDACHES

Our claim and case to the Department of Transportation is not that Honda will fix or not — it is that chains are breaking and that this constitutes a safety hazard. Accidents have already occurred and many near-accidents are reported. Rick Whiteacus' letter testifies to the fact that drive chains are breaking.

As for repair costs, \$500 is tops so far. As for Honda fixing them, we have three broken engine cases in San Diego alone (members only) that have been refused warranty by American Honda. I'm sure they'd be glad to travel to Auburn if Denny's Honda will fix them!

This is not a Four Owners vs. Honda situation — or at least I hope it isn't.

BILL ROBINSON

Pres., International Four Owners Assn
San Diego, Calif

QUACK! QUACK!

Have you wondered about the Quack! Quack! signs and about Wallis Weatherwax?

Well, here's how it all came about. I, The Phantom Duck of the Desert, am a novice rider. Many of my friends are novice riders who compete in the desert every week.

When the results of a previous race arrive, the envelope is torn open in excited anticipation of what it might contain. First, a look at the class winners and top finishers. Then a search for your own name and the names of friends. The big questions are, did you win a trophy, did you earn any points? The results are scanned from the first name right down to the last. Even the name of the very last novice in each class to receive a point is marked.

On one occasion, at 140th over-all, the 33rd lightweight novice, who received one point for his effort, was No. 861 Wallis Weatherwax of the Desert Ducks M.C.

Now we all know about J.N. Roberts, Whitey Martino, Rick Thorwaldson, Larry Pfitzenreuter, Tom Poteet and Terry Clark. Some of these "Super Stars" have their names and pictures in Cycle News every week, and there are articles about them cycle magazines and papers.

But what about the Novice riders like Wallis Weatherwax who rides his heart out for one point. No one hears anything about him. Only his family and friends know or care about his good and bad times.

This unknown status seems to be the fate of all novice riders. Really, it just doesn't seem right. As I pondered the injustice of it all, there was a blinding flash of light, and from the ranks of good, not so good, fair, and the rest of us novice riders, there arose the Phantom Duck of the Desert.

The Phantom Duck's message was very clear. Quack! Quack! Quack! Quack!, One Novice Rider Must Become Famous Enough For All. And with this thought in mind, the effort has been put forth to make one Novice rider famous. Perhaps the methods used have been crude, but our intentions have always been pure and honorable.

Yes, there is a Wallis Weatherwax, and Wallis Weatherwax, No. 861MX has been chosen to be the leader of the Novice flock. All that is expected of Wallis Weatherwax is that he be himself. Be what you are. Ride as you always have. Don't be offended by the honors bestowed upon you.

And everyone should look for Wallis Weatherwax, No. 861MX. Look for him in the pits and on the race course. Cheer him on to Fame and Victory. Remember that Wallis Weatherwax is a Novice, one of US. A cheer for Wallis Weatherwax is a cheer for each of us, a cheer for every unknown Novice rider in the desert.

THE PHANTOM DUCK

OF THE DESERT

Helendale, Calif.

(Please turn to pg. 8)

In the June 1st issue of Cycle News, we printed Assembly Bill 2985 by Assemblyman Z'berg, who represents parts of Sacramento and Yolo counties. Those portions of AB 2985 which pertained to motorcycles and motorcycling, were printed in their entirety because they were absurd to the point of incredibility. As a result, thousands of motorcyclists wrote letters protesting AB 2985 to the extent that the Bill was effectively 'killed'.

Mr. Z'berg was, according to my informants, highly displeased from the adverse publicity which he received. Enough so, that he issued a formal letter to his fellow legislators which states in part:

"It is regrettable that 'Motorcycle Owners Riders and Enthusiasts' lobbyist, Russell Sanford, saw fit to print my 'spot' bill in a major cycle publication and call for its defeat in spite of having been earlier advised that this bill would be amended."

Mr. Z'berg is correct in his statement that I had been advised that his bill would be amended, however his amendments were introduced on 24 May, only two days before the Committee Hearing and after Cycle News had gone to press. In fact, the amended version only became available at 4:30 PM on May 25th, which left very little time for review before the Hearing on the following day.

Furthermore, Mr. Z'berg's office refused to give me any advance knowledge of what the amendments would contain even though I repeatedly asked for them. In my opinion, we could not run the risk of having the original AB 2985 (or something even worse) get out of his committee.

Mr. Z'berg has sent form letters to many of the people who wrote to him. The letters imply that he intended all of the time to amend his AB 2985 to make it compatible with 'our' AB 2342. In that case, why did he ever bother to introduce AB 2985 in the first place?

In case you have received one of these letters from Mr. Z'berg and have any doubts about his true attitude toward motorcycles and motorcyclists, let me apprise you of another Z'berg bill.

AB 3069 was heard initially on 26 May 1971, at which time several witnesses suggested that the bill should be amended to require the Resources Agency to study and inventory all state

m.o.r.e. from the capitol

By Russ Sanford

ASSEMBLY BILL 3069

In its original form introduced on 16 April 1971, AB 3069 stated:

PART 5. OFF-ROAD VEHICULAR USE OF STATE LANDS

8571. The Secretary of the Resources Agency shall inventory all state lands to determine which of such lands shall be recommended closed to off-road vehicular use as constituting lands described as follows:

- (a) Areas, including those of outstanding scenic values, where damage may occur that cannot be feasibly rehabilitated.
 - (b) Areas where sanitary problems may result which do not satisfy the requirements of health and welfare.
 - (c) Mining areas where intensive pits, quarries, shafts, and other excavations present hazards to recreational use.
 - (d) Explosive storage sites or areas contaminated by military hardware.
 - (e) Areas where off-road vehicular use is not compatible with management of rare and endangered wildlife and of plant species.
 - (f) Sites with scientific values such as historical, biotic, archaeological, and paleontological, where damage may occur.
 - (g) Watersheds determined to be critical to domestic water supply, to protected rivers or lakes, or to high sediment-yielding frail watersheds and areas along streams or lakes where physical damage to important fisheries could not be prevented.
 - (h) Slopes exceeding 50 percent unless in special hill climb areas or in approved low-use density or durable soil areas. This does not presuppose that all such slopes within a usable area would be restricted.
 - (i) Areas where soils are classified highly susceptible to erosion.
 - (j) Designated wilderness areas, wildlife areas, and certain natural areas.
 - (k) Known potential and existing camp and picnic grounds or other appropriate recreation developments.
 - (l) Specified trails or recreation areas where the type of environment needed is noncompatible with off-road vehicular use, including but not limited to, open space and scenic strips along wild rivers.
 - (m) Remote areas where physical access would not permit fire protection or maintenance. Exceptions are where maintenance or fire protection are not required.
 - (n) Range, wildlife, and watershed development projects such as reseeding, contour furrowing, or water developments.
 - (o) Areas adjacent to established watering places, ranch headquarters, or lambing areas.
 - (p) Mining claims where interference would occur with substantial active mining improvements and commercial mining activity.
 - (q) Areas immediately surrounding suburban developments.
 - (r) Small isolated parcels where trespass on adjacent ownerships is inevitable.
 - (s) Active mineral leasing and material sale areas.
 - (t) Land areas where title transfer or applications for leasing for recreational and public purposes are non-compatible with off-road vehicular use.
 - (u) Areas already encumbered by noncompatible special land use permits.
 - (v) Airport leases or cemetery sites.
 - (x) Any public lands encumbered by noncompatible prior and existing rights.
 - (y) Areas or sites which have noncompatible rights-of-way, such as communication sites and electronic and power transmission rights-of-way.
8572. The Secretary of the Resources Agency shall submit his findings and recommendations to the Governor and to the Legislature.

lands to determine where off-road vehicles could be operated. Mr. Z'berg commented that this was a good point and that he would make such an amendment.

When AB 3069 next came up for hearing on 17 June 1971, the amendments had not yet been printed nor had I been able to obtain an advance copy from Mr. Z'berg's office. However, Mr. Z'berg's Committee Consultant assured me before the hearing that the amendments were just what we wanted, so I did not oppose the bill. On 21 June 1971, four days after the Bill had been passed out of Mr. Z'berg's committee without any opposition, Mr. Z'berg introduced the amended version of AB 3069 to the Assembly. In essence, the amended version contained only two changes. The first changed the wording "closed to off-road vehicles" to "suitable for recreational use by off-highway vehicles, and which of such lands shall be closed to, or subject to limited use by off highway vehicles".

In my estimation, that is no change at all! The amended version still contains the list of 24 categories (A thru Y) where off-road vehicles should not be allowed. If you carefully examine these 24 categories, you will quickly note that nothing is left.

MONEY GRAB

And here's the real kicker! Mr. Z'berg's amended version of AB 3069 appropriates \$100,000 of our Off-Highway Vehicle Fund (established by AB 2342) to the Resources Agency to conduct the study. Again, in my estimation, that really takes gall! To take \$100,000 of the money we are willing to pay for motorcycle and mini-bike parks for purposes of conducting a statewide study to determine where we cannot operate off-road vehicles.

I have tried for two weeks to discuss this matter with Assemblyman Z'berg, but have been unable to get closer to him than his Committee Consultant, who has informed me that he has discussed the matter with Mr. Z'berg. But, that Mr. Z'berg is of the opinion that off-road vehicles are causing the problem and should therefore pay the expense.

If such a study even needs to be performed, why not pay for it with the General Fund??? The answer: Mr. Z'berg knows that it would never be approved for inclusion in the budget because it isn't even needed.

WHAT NEXT?

Mr. Z'berg feels that I have misled you into wrongful beliefs about his attitude toward motorcycles and motorcyclists. You have now seen his AB 3069 in its original form and after he has had ample opportunity to amend it. If you feel as I do, that this man must be made to realize that motorcyclists are concerned about legislation, you will IMMEDIATELY write a letter to your own Senator requesting that he vote against AB 3069, which has already passed out of the Assembly. We must act quickly!

If you still don't know the name of your elected representatives, please send for one of our FREE legislative and letter-writing guides. Address all requests, comments, and/or inquiries to M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.

'SUNDAY' REVIEW

(Continued from Page 1)

While the search for the Grand National Championship unfolds, there are some side glimpses of ice racing, side cars, drags, and Cal Rayborn's World Land Speed Record run. The latter is awesome in both its comedy, beauty, and spacey music from a Moog synthesizer.

Motocross is examined with the liberal use of the high-speed camera. Contorted faces fill the whole screen as Chuck "Feet" Minert winces off flying dirt and John DeSoto goes "oomph" as a jolt jars his spine. (One of my favorites was a slow-motion super-sharp close-up of a gear shift lever being jabbed into a new cog. I would have written the shot off as a one-in-ten-thousand, and that's one reason why Brown will never hire me as a cinematographer).

We follow Malcomb Smith from one victory to another, at Baja, a Midwest hillclimb, and one of the most brilliant sequences, the International Six Days Trials in Spain. The section could stand alone as a fine documentary.

Steve McQueen, roving ambassador that he is, is shown busting his buns like everyone else on a Sunday afternoon at Indian Dunes. Later, he and Malcomb knock 'em dead at the infamous Elsinore Grand Prix.

The desert guys receive a nice treatment but there are many staged sequences that are humorous but could have been left out without damaging the film.

Finally, we see McQueen, Lawwill, and Smith in a romantic display of what it's like to go cowtailing with your buddies. They even go riding off into the sunset.

It is easy to nit-pick "Sunday" when you're constantly around motorcycles. But the movie is made for the non-enthusiast public because they are in the majority. Besides, they have the most knowledge and enjoyment to gain from it; the straight press has given the film raves.

Brown's ability at succinct and lucid narration make the most intricate details of our sport easily understandable to the layman. The photography is, even at its worst, overwhelming.

Take a friend, sweetheart, parent, whatever, to see "On Any Sunday" and don't try pointing out slight discrepancies or exaggerations. Just smile, grunt, and nod your head (knowingly) while they watch a heretofore unknown world of mechanical/physical art dance before their eyes and ears. You'll walk out of the theatre a hero like you've never been before.

Some Startling Statistics...

• More Motorcyclists Than Golfers

• 5 Million M/Cs in the U.S.

• Off-Road Growth Outstrips Street

AVON, OHIO, Aug. 1, 1971 — The motorcycle off-road recreation market is bigger than the market for street machines, says Charles Clayton, Chairman of the Motorcycle Industry Council's Land Use Committee and publisher of Cycle News.

The difference between sales figures and registration figures in recent years indicates that more motorcycles are purchased for off-the-road use than for street riding. Road use, which shows in state licensing and registration tallies, predominated until 1968, when registrations rose less than half of total sales, indicating that a greater number of machines were converted to exclusive off-road use than were licensed for the highway that year.

In 1966 sales of new motorcycles totalled 712,000 units (112,000 minibikes). 1966 registrations totalled 1,752,801 — an increase of 370,845 over the previous year. By 1969, however, when sales were a whopping 655,000 units (not including domestic manufactured minibikes), registrations increased only 186,000.

In 1970, when a total of 1,430,000 motorcycles and minibikes were sold, 588,000 machines disappeared from the registration lists, primarily into off-road use exclusively. Registrations in that year climbed 526,734, however, indicating that the street bikes may be catching up.

Not all of the machines which disappear annually from registration

lists can be assumed to be in use exclusively off-road. A percentage are scrapped, an unknown number are merely stored and not used that year. However, there is a one-year lag before a machine purchased exclusively for off-road disappears from the registration rolls, since many are registered in the year of purchase for title purposes only. Also, virtually all minibikes are exclusively off-road vehicles. In 1970 700,000 minibikes were sold.

But the figures show that motorcycle dealers, manufacturers and distributors should consider the off-road market at least as important as the street market, if not more so.

Based on the difference between sales and registration figures for the past five years, an estimated 2,252,000 exclusively off-road motorcycle and minibikes now exist in the U.S. There are an additional 2,814,626 motorcycle licensed for street use, making a grand total of over 5 million motorcycles in the U.S.!

By applying the conventional ratio of 2.5 participants per bike, Clayton estimates the total number of motorcycle riders in the U.S. at over 12 million. Compare that with the Athletic Institute's 1969 sports participation survey, which shows the total number of participants in golf as 11.9 million, bowling 4.2 million, football 1.2 million and baseball 1.0 million.

THORWALDSON PICKS UP GROUND IN DESERT

By Ron Schneiders
BARSTOW, CAL., Aug. 1, 1971 — The desert was quiet.

By decree of the A.M.A. and District 37, all cross country events from August 1 to forever are to be quiet. Silencers shall be affixed to pipes and the ear-splitting ring-ding-ding shall be heard across the land no longer. It was long overdue.

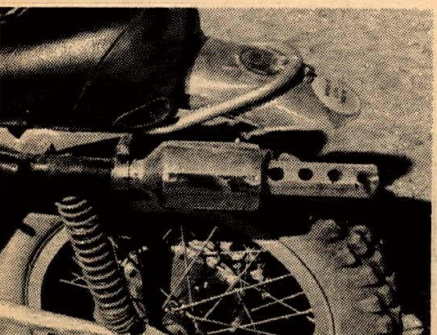
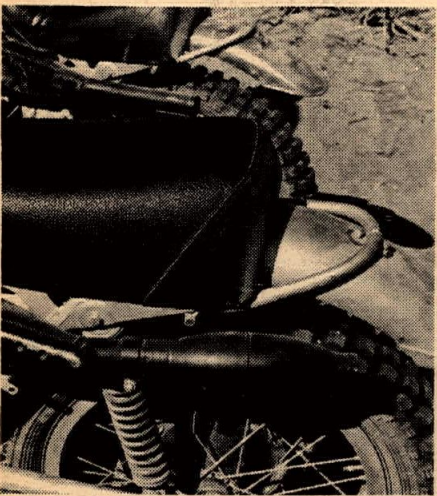
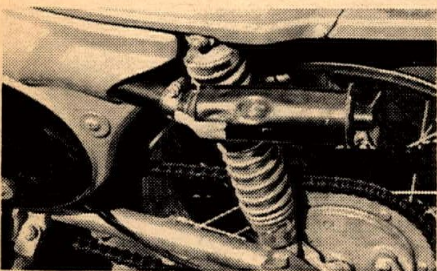
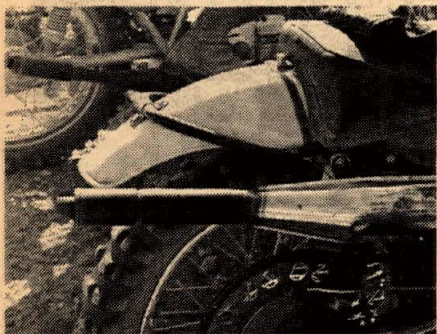
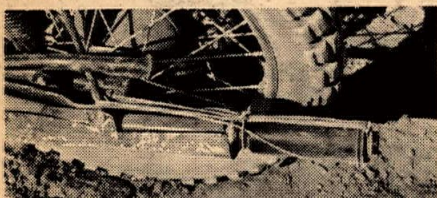
The first effect of the new rule was that the desert in the area of the pits was peaceful before the race. One could actually enjoy one's breakfast without listening to someone tune the mainjet of his trailbike on the tailgate of his truck 15 feet away. For some reason, the silencer rule seemed to inhibit the pit racers, too. In all, aside from the heat, it was the most pleasant morning I can remember spending at a race.

All manner of silencers and frauds showed up. Many bikes showed up with factory type silencers, particularly the A.J.S. and Husky contingent. For most of the rest, especially those with custom expansion chambers, the little items manufactured by J&R and Bassani were the answer. Others had obviously manufactured products, but of unknown origin. Some riders made their



Rich Thorwaldson (arrow) moves out fast.

Quick Glance at Silence



own. These ranged in workmanship from painted beer cans stuffed with half an ounce of steel wool, to a little gem that looked like it was machined out of a chunk of solid brass.

At the starting line a member of the Barstow M.C. checked to make sure that everyone had some sort of silencing device or at least something that looked like it. As always, there were cheaters. One fellow had what looked like a stock Yamaha enduro pipe but he had removed the guts. You could look in the end and see clean through to the carburetor. But, by and large, the riders tried to comply honestly with the new rule and it was quite successful.

How successful? Well the people in the pits half a mile away could not hear the start! That's quite an improvement. That and the vastly improved pit atmosphere before the race (due to a tolerable noise level) made the new rule an immediate success. Now, if District 37 will get on the ball and figure out a fair way to enforce the new rule...

Last year the Barstow M.C. got quite a few complaints about their course which was something on the order of wall-to-wall rock and much of it quite perpendicular. This year, they intended to make it a little easier, but still challenging. They had a neat 35-mile course laid out in the hills and valleys to the east of Barstow. Then, two days before the race the B.L.M. came along and lopped a few miles off either end of the course, allegedly because it crossed private land. What was left was a course of mild difficulty about 25-28 miles long.

The smoke bomb run was short, only about 2 miles long, and might have caused quite a problem had there been a large entry, but only 334 riders elected to brace the desert heat this Sunday. Immediately after the bomb was a fairly tight and rather congested sandwash, quite full of odd shaped rocks. Quite a few riders discovered that their destiny was that of spectator rather than participant in that wash, as their bikes did cartwheels over the rocks.

There were two hills on the course, either of which should have been a lead-pipe cinch for a 10-year-old on a step-through Honda but as usual they were littered with many varieties of racing iron that had abused into immobility. In between the two hills was a long stretch of fire road that was really fun to ride, although it was probably quite dangerous for the really fast riders. Finishing the short loop was about 10 miles of broken desert trails, rocks, whoop-de-doo, road crossings and small hills. Nice racing stuff.

First rider to the smokebomb in the Expert/Amateur go was Bill Saltzman (we think) but he didn't keep the lead for long. Rich Thorwaldson passed him and held the lead until the end of the race. Larry Pfutzenreuter pushed him but was never a real threat. Saltzman wound up in fourth, behind Max Wade. Fifth overall was Greg Hawks, riding a trailbike and being vigorously pursued by Larry Rosseler, also aboard a trailbike. Both are Experts.

The Amateurs started making their weight felt along about 10th place, with lightweight rider Brian Klock on top.



Greg Hawks pulled in first trailbike.

Two places later, Buddy Ferro claimed the heavyweight Amateur trophy. It was quite a while before there were any trailbike Amateurs, and then the first three places were spread from 30th to 60th position. In order they were Collen Jackett, Larry King and Lyle Taylor, who usually does a bit better than that in enduros!

Twenty minutes after the Expert/Amateur race started, they sent the Novices (that's me) off to do their thing. The world is a cruel place for novices. About the only way a novice can get his name in the paper is to write the story, own the paper or get killed. Quite simply, even if the reporter can accurately pick out the novice winners as they pass the line, it's not possible to identify the rider before the story must be written. Novices quite often have numbers in the thousands (that's what the M's and C's mean) but the press lists never go beyond 600 or so. The message

is clear: If you really want to be famous, just go out and win races and somehow your name will be known, even if it's something like Pfutzenreuter. Meanwhile, Number 343Mx won the Novice Lightweight competition, coming in 59th overall. Congratulations No. 343Mx, whoever you are. Number 536M was the first Heavyweight and Number 636 T was the first trail novice. A complete list of numbers, with a few names, is on the results page.

We did find out the winner of the 125 Amateur class: It was none other than Darryl Scalla, No. 342 Mx, riding a DKW. Darryl, your girlfriend loves you. She called us and gave us all the facts. By the way, Jan Ditson was the first girl rider, 109th overall. We found that out all by ourselves.

Did any of you out there see "On Any Sunday"? Remember that scene where the guy burned up his Husky?

(Please turn to pg. 27)



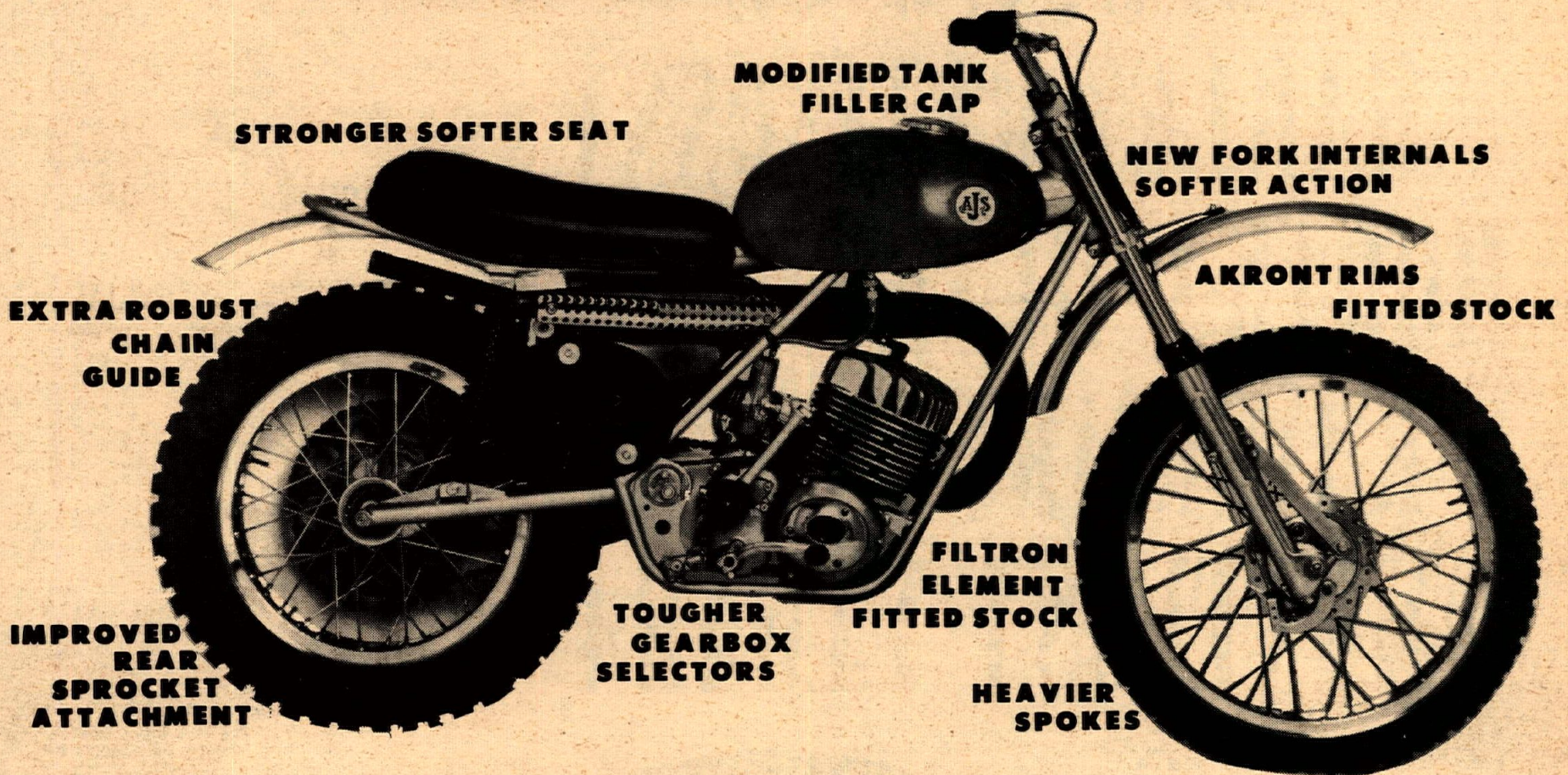
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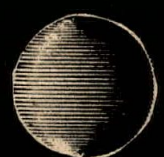
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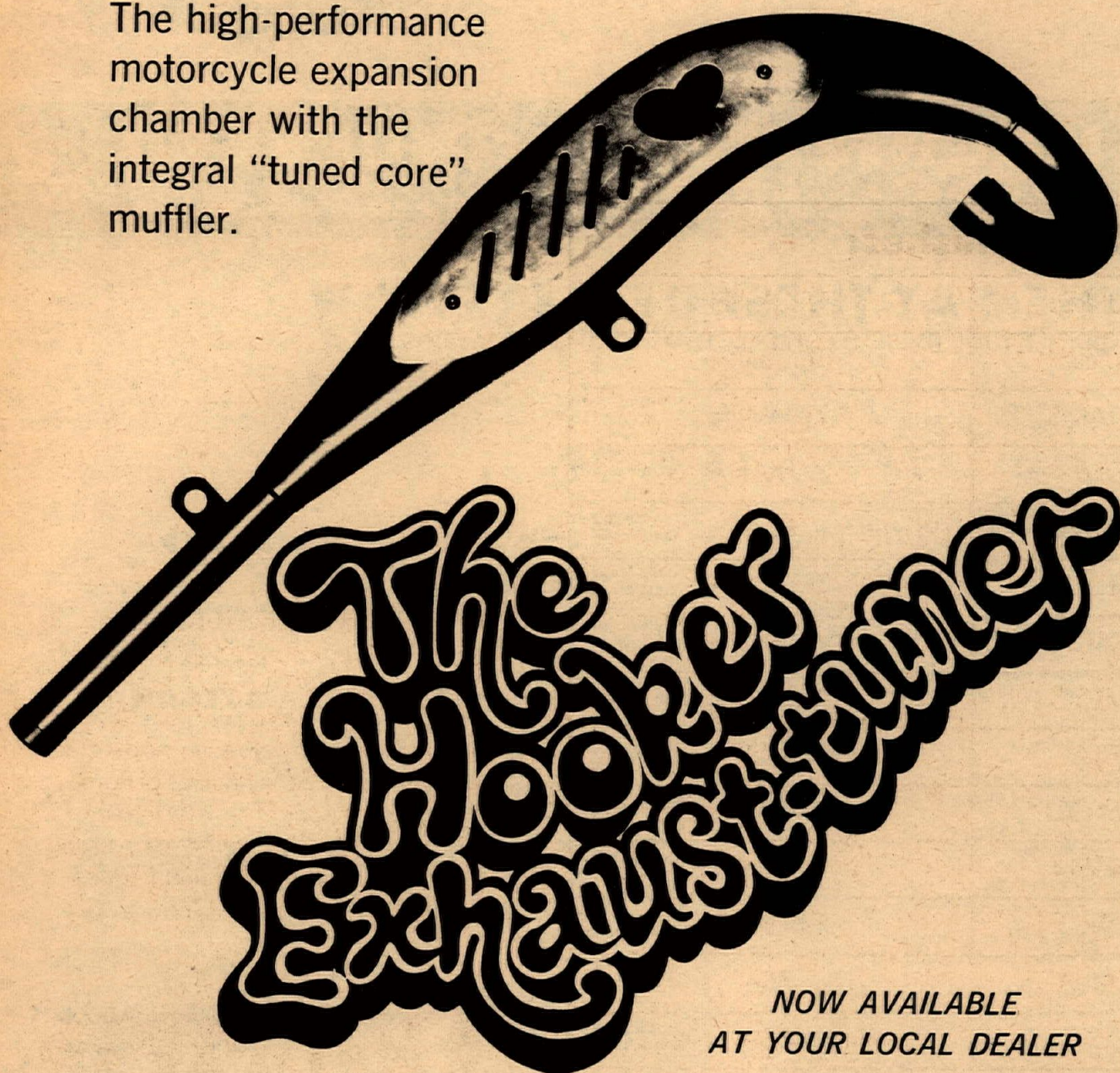
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EUROPE (Continued from page 3)

Bryan did an 'endo' on the first lap thanks to a mid-air nudge by another rider, and teammate Higgins collided into the mass pile-up. The third moto Barry got a good start, and Bryan a bad one. Barry rode well til he tired, and Bryan continued picking off the clientele. With such a good showing as they both put on at times, team 1971 will do some charging. England won the race with Hickman, Nicoll and Lee at the rudder.

AMXT Project 1971 under way thanks to all your help out there in making it possible. Can't wait to let you know how it progresses.

Til then,
Snowflake

VOICES (Continued from page 4)

MORE ON BONNEVILLE

In keeping with the MIC and AMA wishes, I would like to pass on this little note about Bonneville 71. All pit bikes and play bikes will be required to be silenced or they will stay in the pickups during Speedweek. As everyone can well understand there will be members of national and international press along with many rubber-necking onlookers at this event. These individuals can understand a super-noisy land speed record holding motorcycle but in the common interests of less sound and more ground the mini-enduros and the like will be silenced.

Speedweek is shaping up to big proportions this year. The largest field to ever pre-enter and six of those are streamliners capable of (on paper) breaking H.D.'s record. It should be interesting. The dates are August 22-28 for those who may be in the area. The motels have been full since May and if anyone else plans to go they had best bring camping gear.

BRUCE FLANDERS
Pasadena, Calif.

FIGHT FOR HAPPINESS

About six months ago I participated in two CMC motocrosses at Saddleback Park. During the practice session I was traveling at a rather slow speed around a tricky corner to find a path that suited me, which is really what practice is all about. While coming out of the corner I was hit in the rear and locked together with an over-exuberant rider, bring us both to the ground. His speed was considerably faster as compared to mine and his path through the corner was evidently identical to mine also. He picked up his bike as he was kicking mine out of the way and yelled comments directed to the fact that it was because of my stupidity we had crashed. If I was at fault I do not know but I did say I was sorry which was only drowned by his loud comments.

Now I read of a locked-bar fight between Experts John DeSoto and Mike Cram and a fight by John to gain revenge over his fellow rider. I don't race as a profession but hardly see any fun in fighting so rudely and unsportsmanlike for first place. It's merely an outlet for pressure and cleaning my head out. After a hard week I look forward to a refreshing day at the races to get away from these type of actions so typical of our rat-race world. I haven't raced in over six months now and am not so sure I want to start again after reading this article.

Let's all try to keep it clean and show our talent, courage, and rationalization, instead of our stupidity.

MARC KRATZER
Claremont, Calif.
CMC No. 727

ANOTHER PLUG

This note is just to let your readers know that Bruce Brown's film "On Any Sunday" is fantastic and they shouldn't miss it. You see the speed, the thrill, the violence, and the humor in the sport, and I am sure many riders will associate themselves with some of the scenes shown.

The kids will be entranced with the scenes of their heroes. Hopefully, the general public will now realize that the motorcyclists are humans with families, with feelings, and that they aren't all bad.

Be sure to see it!

GINNY HUNTER
La Habra, Calif.

Yeah, we sort of approve of it. Fair warning: one staffer saw it for the second time, at a drive-in. He reports that it's not nearly as good, what with the small screen, screaming kids, etc...Ed.



TRIUMPH WINS CASTLE ROCK TT AND CAPTURES 11 OUT OF 16 PLACES.

Results of finishes:

1	SONNY BURRES	TRIUMPH
2	JOHN HATELY	TRIUMPH
3	MARK WILLIAMS	TRIUMPH
4	JIM ODOM	YAMAHA
5	DICK MANN	BSA
6	EDDIE MULDER	TRIUMPH
7	TERRY DORSCH	TRIUMPH
8	GENE ROMERO	TRIUMPH
9	EMIL AHOLA	TRIUMPH
10	PAT NARINACCI	TRIUMPH
11	DAVE HANSEN	TRIUMPH
12	DON CASTRO	TRIUMPH
13	DAVE ALDANA	BSA
14	JIM RICE	BSA
15	MERT LAWVILL	HARLEY-DAVIDSON
16	CHUCK JOYNER	TRIUMPH

Triumph riders displayed awesome strength as they captured 11 of the first 16 places at the 30 lap AMA National TT at Castle Rock, Washington. Only five non-Triumph riders even made it to the expert Final. Sonny Burres of Portland, Oregon, fought his way into the lead to win by inches over hard charging John Hatelly, also on a Triumph. Once again, Triumph is the Big One.

The Big One
TRIUMPH

URBAN FIGHTS ATTRITION AT OSTEEN MX

By Eric Raits
POMONA, CAL., Aug. 1, 1971 — Billy Urban fought failing machinery all day at Osteen's CMC motocross Sunday and came away with half a success story.

Urban looked as he he would sweep the 125 and 250 Expert classes easily until his motorcycles began giving way underneath him. He won the first 125

Expert moto and then broke a swinging arm on his Puch to drop him from the small bike class. He won the 250 class on his Maico, riding all day without second gear and the last moto without second or third.

The young San Diegan was thus forced to slog along in low with the engine wound and screaming or to try

the sandy uphill in fourth. He took most of them in top gear and was doing well in spite of the gear problems until the top of his carburetor came off, adding a wide open throttle to his sport for the day. The CMC's overall point leader handled everything in a calm manner.

Marty Tripes completely wrecked the 500 Expert class, winning all three of his motos. Tripes motored so far out in front of his CZ he appeared to be the advance guard for a Czechoslovakian invasion of some sort. Tripes got the pleasure of working his way up through the dust only once in the second moto when he came from fifth place to lead. Brenton Rhoades held him off for a few laps but then had to settle for a second in that race and a third overall. Brian Lendl finished second.

Chuck Minert made a brief appearance in the first race and finished a distant second to Tripes and then retired for the day.

The Rodriguez brothers from Montebello had a sparkling day. Randy had three wins in the 250 Intermediate class and Roland pulled the hat track in the 500 Juniors. Both ride new CZ's.

Roland led Ralph Dominguez (CZ) across the finish line three times while Maico mounted Demoine Mosier was third. Randy beat Gayland Mosier (Ossa) and J. Buhl (Husky).

Consistent winner Doug Sherman let an overall win slip through his hands with a starting line error that left his face red. Sherman ran away in the first two motos on his CZ but forgot to turn his gas on at the beginning of the third. Chuck Bower, finishing second both times to Sherman in the first two, happily took the lead and won the third and deciding moto for an overall victory in Division two of the 250 Juniors.

In the first 250 Junior division, Downey's Tim Battenschlag steered his

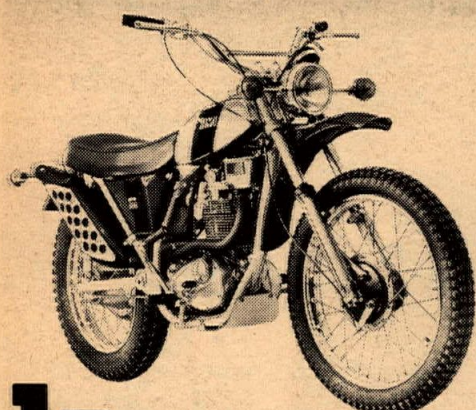
(Please turn to pg. 11)



Billy Urban rode the 250 class without a second gear...and without third in the final.



Into the straight during CMC's Motocross action comes Steve Bebeck (681), John Schultz (575), Dave Lannis (208) and Bryan Porter.



1 BSA VICTOR 500

The 500 Victor MX means racing business from the ground up. Using the new BSA frame containing the engine oil for overall lightness and with a large diameter backbone for rigidity, BSA has built in a new single cylinder 500cc powerplant to give their racer one of the best power-to-weight ratios in the motorcycling business.

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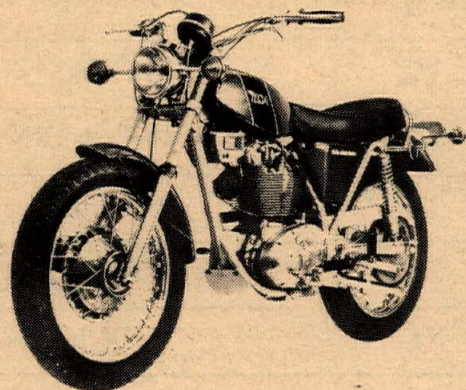
- * 500cc single cylinder four-stroke engine giving 38 bhp at 6,200 rpm.

2 BSA VICTOR MX 500



Most street scramblers are the derivative of a road machine. The 1971 Gold Star 500 changes all that. This new one from BSA is the street version of the Victor 500 trail bike.

Apart from the fact that it is a little heavier, has Dunlop K70 tires and larger brakes, the Gold Star 500 shares most of the features common to a BSA trail-oriented machine. It has the same new engine oil-filled frame, the same precise front forks with aluminum alloy sliders and internal springs, the same tapered roller bearing steering head, the same QD (quick detach) rear sprocket and capacitor ignition for running without lights or battery and the same eccentrically mounted rear swinging arm for easy rear chain tensioning.



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NEWCOMERS TOP TROJAN TWIN CARD

CYCLE NEWS Aug. 10, 1971 Page 11

By Art Loya

Photo by Dennis Greene

SOUTH GATE, CAL., July 29, 1971 — In motorcycle racing, as everywhere else, youth will be served. And no where does the old saying hold more truth than at Trojan Speedway. Despite the absence of some of the more overpowering riders, or because of it, Thursday night's double-header of TT and flat track competition at the South Gate oval was even more intense.

Two comparatively newcomers to the Trojan battles, Doug Mason, 18, of Colton, and Mike Laney, 16, of Palmdale, invaded the fifth-mile clay oval and literally stole the show from the regulars in an evening-long card of

CMC MX (Continued from page 10)

Rickman Metisse to a win. Battenschlag barely outpointed Ken Markley (CZ) as both riders had a sixth place finish to go with a pair of wins for Battenschlag and a win and second for Markley. Steve Bebeck (CZ) was third.

Clifford Bean (Maico) won all three in the 500 Intermediate class ahead of the CZ's of Richard Franklin and Glenn Hughes. Experts and Intermediates ran together and Hughes and Expert Brenton Rhoades staged a fine duel in the last moto until one fell and the other ran over him on the back part of the course.

Tom Cook took the win in the 125 Experts after Urban defected. Cook, on a Bultaco, beat out Joe Scotland (Yamaha).

125 Junior and 125 Intermediate winners were Bryan Porter (Bultaco) and Ron Didonato (Montesa).

Al Cancino built up a lead in the 100 Junior class on his Honda with a pair of wins and then nearly lost with a last race error that dropped him to eighth. Cancino, riding with what appeared to be the widest handlebars in existence had little competition however, and outpointed Steven Bebeck (Hodaka) and Michael Smith (Penton).

Next CMC motocross is Thursday night at Ascot Park with Sunday's race at Carlsbad.

(Results on page 32)

top-flight competition.

Mason, mounted on his Bultaco sponsored by Bill's Cycle of San Bernardino, easily handled the likes of Bob Sanders (Yam), Dale Hopkins (Bul), and Bob Byars (Oss), in his chase towards the checkered flag with all three riders taking their best shots at Mason before crossing the finish line in that order in the 250 F.T. Main.

Triple Main Event winner Sanders felt like a rider who just had his pockets picked. After leading all but the final 100 feet in the 125 F.T. Main, Laney (Hod), played a waiting game with Sanders and in the final lap, as they headed for the checkered, a surging Laney caught Sanders asleep. Following the pair for third was Don Grigsby (Yam).

Sanders and his Kawasaki accounted for wins in the 100 TT and 125 TT Main Events with Tom Doty (Hon) and Rob Morrison (Kaw) taking second and

third in the 100 while Revels (Kaw), and Doty (Hon), doing the chasing in the 125. Sanders also connected with the 100 F.T. Main with Laney (Hod) and Doty pressuring Sanders to the win.

Dale Hopkins and his Steve's Bultaco led wire-to-wire in the 250 TT Main Event defeating second place finisher, Byars (Oss), and Mason (Bul) who held on for third. In a display of his triumph over a 12-rider field, Hopkins crossed the finish line doing a wheelie.

The Buddy Race, an event that sees one rider race for one lap, pick up his buddy piggy-back and races for another lap, and then jumps off at the finish line while his buddy completes the final lap, was won by the team of Tony Seruto and Steve Young. Finishing second was the team of Ricky White and Wally Jones. This race has grown in popularity to the extend that the fans now are demanding a weekly buddy race added to the 25-event racing card.

In the Junior division, Steve Hyder and Chris Davisson raced to a 1-2 finish in the 250 TT feature with both riders on Bultacos. Tom Avoian (Oss) of Torrance, beat out Ricky White (Suz) of Buena Park in the 250 F.T. Main. In the 100 TT Main Event action, James Summers (Kaw) won a victory over Larry Chapman (Suz). Yamaha riders Seruto, Ron Pugh, and Mark LeFont, finished 1-2-3 in the 125 TT Main, with Pugh coming back to make it two wins for the night by taking first place honors over Wayne McEntyre (Suz) in 125 F.T. action. Chapman (Suz) fought off David Throgmorton for his win in the 100 F.T. Main.

TT and flat track high-speed action continues every Thursday night starting at 7:30 p.m. while the class A bikes of the Speedway Racing Association second division, continue to run every Saturday night starting at 8 p.m.

(Results on page 32)

Ascot Show Changes Winning Faces

By Eric Raits

GARDENA, CAL., July 29, 1971 — New faces showed up in the winner's circle in a pair of Expert classes at the CMC's Thursday night motocross offering at Ascot Park.

Bryar Holcomb won the 250 Expert class and Greg Cunningham was the unofficial winner among the 125 professionals.

Holcomb, on a Rickman, beat Mike Cram (Maico) and teammate Bruce Baron in a close set of three motos which saw each of the riders win once. Holcomb's first, second and third was the top performance.

Cunningham beat the usually untouchable Jeff Wright in the 125 Expert class and was protested after the first moto. The Wright camp suspected Cunningham's Yamaha was burning something other than pump gasoline. A short scuffle ensued when charges were hurled back and forth. A fuel sample was taken and will be sent to a lab for analysis.

John DeSoto clearly dominated the 500 Expert class with three strong wins.

Ex-teammate Tim Hart settled for three seconds, really pushing DeSoto in the first moto, trying to pass him everywhere without success. Hart (Maico) finished ahead of Baron (Rickman).

Rick Bean held off the Honda charge in the 100 Junior class final. Bean led all the way, finishing ahead of Dennis Andre and Scott Doombos, both Honda mounted. Doombos pulled a few tricks out of his bag to keep third. He crashed hard coming off the quarter-mile wall onto the lake and lost a few positions but fought his way back to the third spot at the checkered flag.

Scott Skelton moved farther toward a transfer to Intermediate by winning the 125 Junior class on his Suzuki. He finished with a good lead over S. Gerber (Rickman) and John Tadra (Bul).

Doug Sherman took an easy win in the 250 Junior class after some first-lap swapping took place. Rourke Early (Mai) led momentarily but encountered a wayward Montesa over the dragon backs and dropped to fourth. Sherman and Craig Meyers (CZ) sped away from

the pack with Meyers hanging a few feet back in the hopes Sherman might bobble. The bobble never came and the order stayed as it was. Easily passed Bruce Behar for a third place finish.

San Pedro's Mickey Cobb (CZ) survived a finish line attempt on first place by Mike Higashi to win the 500 Junior final. Higashi (Husqvarna) finished second over B. Elliott and his Suzuki.

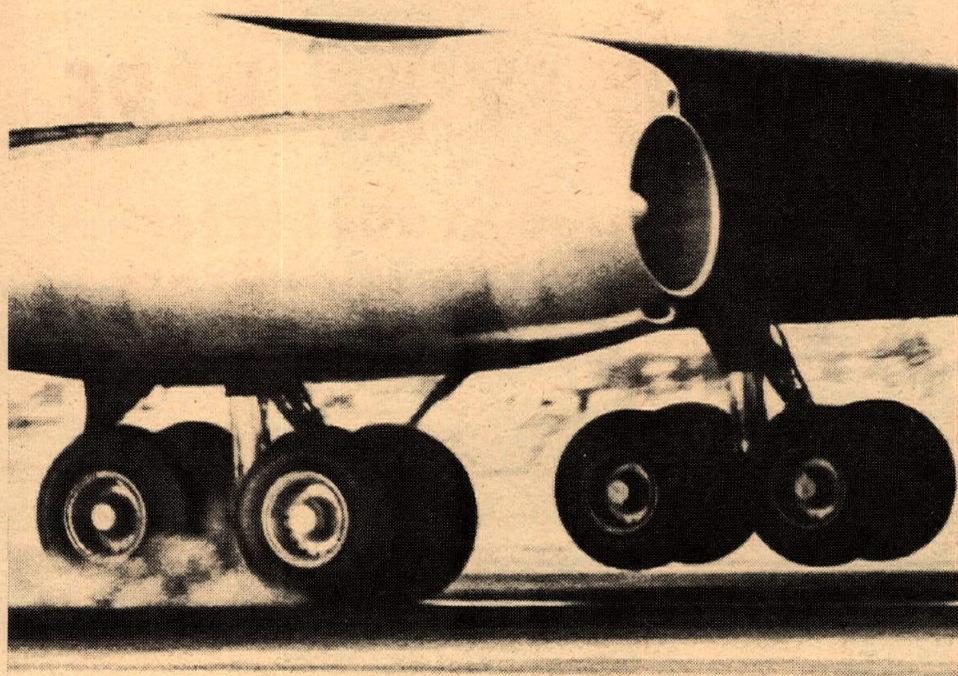
Alvin Blaine (Kaw) won the 125 Intermediate class ahead of M. Tyer (CZ) and Bob Brown (yam).

Wilmington rider Jay Peacock overcame a poor first race to win the last two motos and top the 250 Intermediates on his CZ.

Tom Simpson put another Rickman in the win column by taking the 500 Intermediate class. B. Madden (CZ) and Ron Frescura (CZ) were second and third.

The CMC stages the Ascot motocross show every Thursday night through November.

(Results on page 32)



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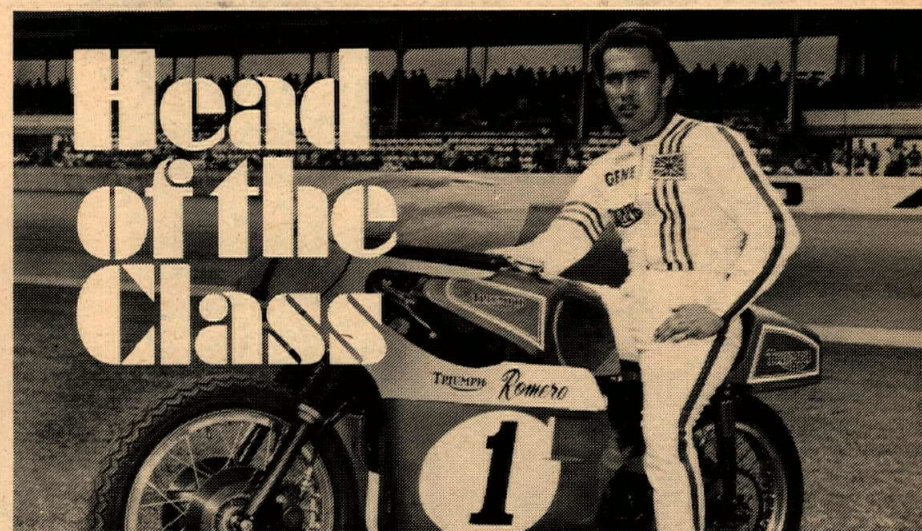
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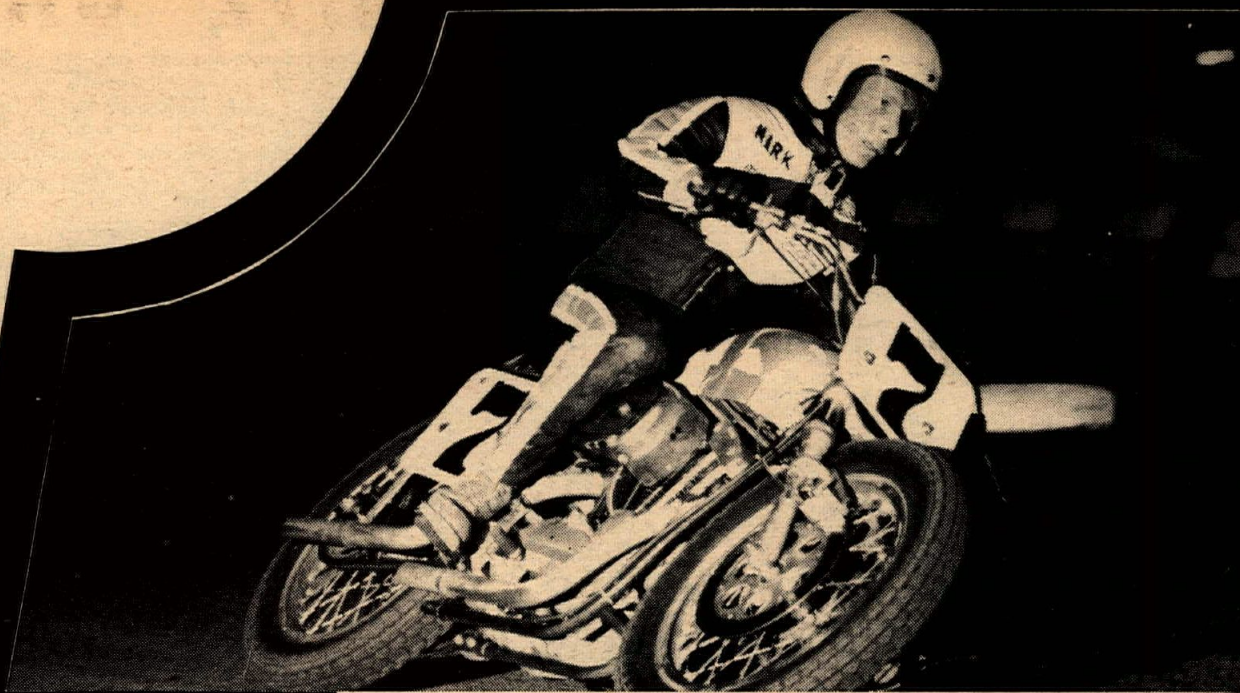
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DUNES DRAWS DYNAMITE 'CROSSERS

By John Grout

Photos by Racing Photos

VALENCIA, CAL., Aug. 1, 1971 — Today's fourth round of the Can-Am Motocross series at Indian Dunes drew a top field of 350 anxious riders.

In the 250cc Senior grind alone, 29 racers reading like a list of who's who of American Motocross, assembled at the starting line to prove theirs is a sport that can't be won by being timid and the first moto for the bunch was immediately turned into a magnificent fierce battle at the top end.

Don Bevins, (Yam), Tim Hart (Mai), Jim Wilson (CZ) and Mark Cook (Hus) were leading the roaring fleet as they headed down the front chute on lap number one. Meanwhile, the two Can-Am leaders, Ron DeSoto (CZ) and Rickman rider Bryar Holcomb, were conducting their own private warfare trying to stay in front of a charging mediator named Tom Rapp on a Bultaco and a shot of quicksilver named Bill Clements who was astride a lightning fast Husky.

By the time the race had progressed to the back part of the course and as the swift field pulled out of the sand sweeper, Hart had grabbed the lead from Bevins but Clements and Rapp



In a really fierce battle, John DeSoto (82) holds a slight advantage over Bill Clements.



Jim Wilson (4) is trying hard to take an Indian Dunes turn.



John DeSoto and wife, Patti, take in the action.

CANADIAN SHOE TO DUNES

Crack Canadian motocross racer Bob Underwood from Aldergrove, British Columbia, will be on the starting line at Indian Dunes Park in Valencia, Calif., for the August 8 Can-Am Series on the Old Reservation obstacle course.

Underwood, who will be facing the current Open Senior Can-Am leader in John DeSoto from Long Beach, brings very impressive credentials to the U.S. He's currently leading all riders in the battle for the Canadian championship

were just about ready to prove they were not in this thing for mere kicks.

Another front runner, Preston Petty (Kaw) seemed to be having more than his share of moto problems. The cycle seemed to be running in spurts.

By lap three, Clements held the lead followed by Hart, Rapp and Wilson. The only change by the final wire was that Rapp had moved to second just a scant few yards behind Clements.

Rodgers On The Mend

Dave Rodgers, the popular Senior motocross racer from Simi, Ca., who suffered a broken shoulder two weeks ago during a heated battle for the lead at an Indian Dunes Park moto, is resting comfortably today at the Los Robles Hospital after undergoing surgery to place a pin in the bone crack.

It is expected that the injury will

During the second moto, Clements, who was riding two classes, appeared well on his way to the day's second win only to be nipped at the checkers by a hard-charging Rapp.

So, with a tied score for the overall win, the third round was to be the decider and Clements took an immediate lead — but wasn't to hold it for long.

Hart, Rapp, Doug Grant (AJS) and Ron DeSoto were all able to pass the tired Clements before the mid-mark had been reached. However, Bill's fifth place finish in the moto was still good enough for third overall. Rapp won and Hart was second.

The Open Sr. hassle turned out to be a wild duel between John DeSoto (Suz), Clements, John Rice (Mai), and Gary Chaplin (Mai).

During the first moto, a battle between DeSoto and Clements developed. The two riders went most of the entire distance with a wheel length between themselves until Billy was to finally pull away on the final lap.

DeSoto, the flying Hawaiian, reversed the order of finish in the second moto and once again the spectators saw the tied score was on the line for the final. Again, Clements got short changed.

By virtue by a second place finish in the final — behind Chaplin — DeSoto was able to cop overall from Clements and Rice.

In the wide open foray for the 125 Srs., Scott Hoffee (Bul) and John Rice (Puc) went wheel-to-wheel for the first moto with Rice taking a squeaker of a win at the checkered.

Then, in the second, young Hoffee, while doing that which is a mark of a great racer — charging for the lead from a beaten position — was involved in an awesome endo while orbiting through the dog-leg section of the course.

At this wiring, Hoffee is in critical condition and in the intensive care unit



Really gettin' it on.

of the Southbay Hospital in Redondo Beach after having been transferred from the Golden State Hospital in Newhall.

The day's overall win in the 125 Sr. went to Larry Watkins with Gene Cannady and Bryar Holcomb finishing second and third.

Another \$1000 purse is being put on the line for this Sunday's moto — the fifth race of the Can-Am series.

(Results on page 32)



YAMAHA MINI WINNER — Shirley Buckingham of El Segundo, Calif. won a new Yamaha Mini Enduro recently from Champion Yamaha of Manhattan Beach, Calif. She was picked in a drawing in which many people had entered. Obviously, she was quite happy and surprised.



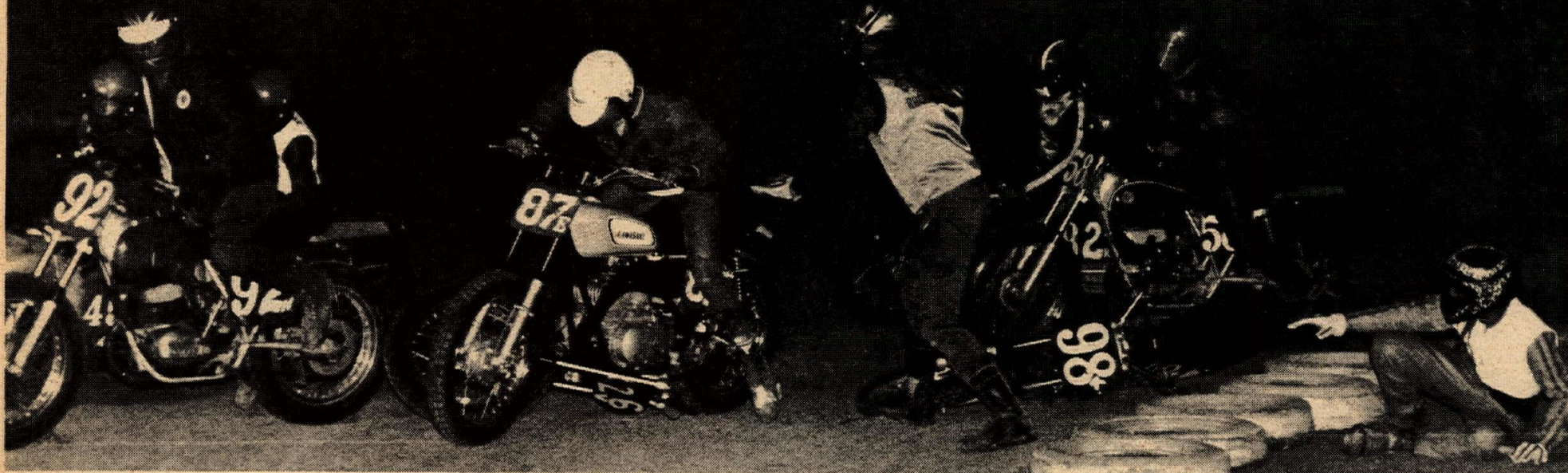
WIN \$\$\$\$!!! ENTER THE KOOKY KUSTOM KAR TAG KONTEST! WIN \$\$\$\$!!!

Did you know that for 25 bucks you can get your very own custom license plate, providing you have a) car, b) or a bike, and c) you live in the State of California? Chuck Minert fits enough of these requirements to order one; his reads 500 BSA. How 'bout that! Someone else has one that reads ENDURO. J.C. Whathisname has his Cadillac embellished with AGGIE and one enterprising exec down by the airport impressed his peers when he thunk up FLY PSA.

Here's our contest: You figure out the most clever plate you can think of and send it to us. It must be no more than six characters long with a maximum of one space if you want to use one; in other words, it must be in accordance to DMV rules. Also, since this isn't exactly Autoweek you're reading, it must relate, however remotely, to motorcycles. (After all, you relate to motorcycles, don't you?) Five dollars goes to the best.

Send as many entries as you want to KOOKY KUSTOM KAR TAG KONTEST, Cycle News, Box 498, Long Beach, CA 90801.

Cycle News North



Typical action at the tree turn at Lodi Cycle Bowl.

SMITH TRIPLES; FOLEY ONE-FOR-ONE

By Bill Spencer

LODI, CAL., July 23, 1971 — Bud Smith of Antioch, Ca., made it three 650 Expert wins in a row, but only after nearly missing the Main in a last-lap incident that almost left him in the pits.

Leading the first heat from wire to wire was Al Ludwigen on the Selby BSA with Smith tucked firmly in second. On the last lap, Smith made a hard charge and exiting the last turn and driving for the checkered, he got sidewise and slipped wide letting Bill Landsborough and Bill Budde both get by. He barely managed to save a transfer spot.

In the Main, it was a drag race for Smith, Budde and Landsborough into the first corner with Smith taking the front over Budde. At the tree turn, Landsborough and two other riders fell, creating quite a melee but not stopping the race. Smith pulled out a slight lead over Budde who was being hard-pressed by Jimmie Brooks. Brooks is a three-time winner here and had won his heat tonight. He was giving it his all for the lead, but couldn't get at Budde who was holding a tight, fast line. On the last lap, Brooks moved in at every turn but was turned away until exiting the last corner when Budde missed a shift and let Brooks have the second. With both Smith and Brooks having three Main wins, the point run for high point in the 650 division will go right down to the wire.

After only one restart, the 250 Expert run got off to a good start. The rubber band start system has been coming under more criticism lately and some discussions have gotten more than heated. On the restart, Alex Jorgensen beat out Jim Foley for the first lap. Going into the first turn on lap two, Jorgensen dropped it and with Foley following closely. A crash was inevitable. Jorgensen slid off the groove, but his motor didn't and Foley went right over the top of it and crashed into the bank. After the dirt settled, Foley lay still, but unhurt. He managed to walk away from it with nothing more serious than bruises. It being the second lap and nothing major in the way, the race continued and Gary Lozano went on for the win. It was his second Main Event win here and he is second in points to Foley for high point and with his successes in the Northwest

DIAMOND MOVES OUT

Diamond Chain Company, makers of the popular but hard-to-find motorcycle chains and sprockets, is opening a district sales office in St. Louis, Missouri.

The move comes as part of a program to increase customer service and access to the company's sales force.

NORRA LOOKS TO 1000

The National Off Road Racing Assn. will hold the Mexican 1000 November 2-5. The entry blanks are being printed and they say they're on the way as soon as the ink dries.

To check on the latest NORRA news, happenings, and general info, write NORRA, 1616 Victory Blvd., Suite 200, Glendale, CA 91201.

professional circuit, he will be a tough man to keep in second.

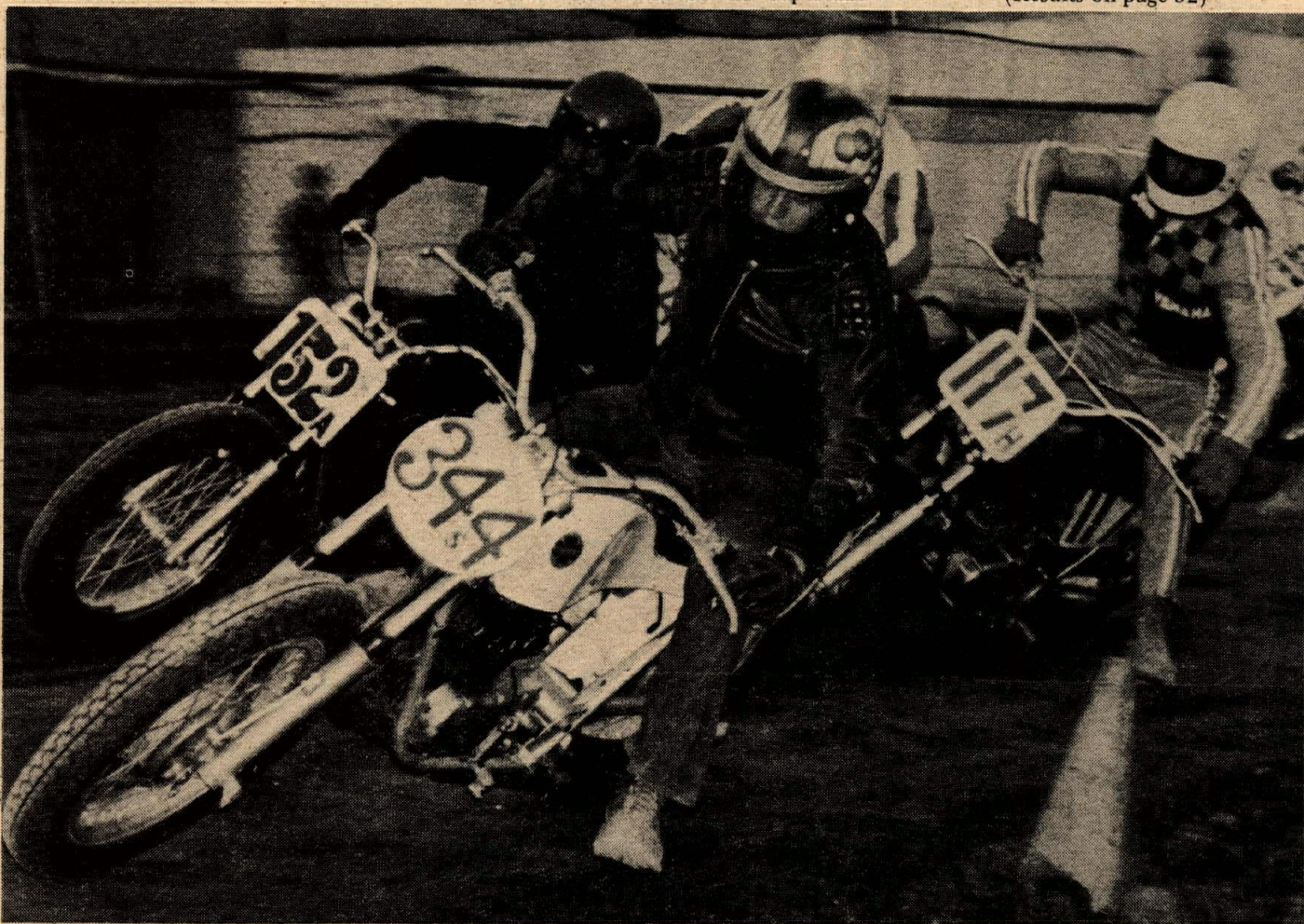
Foley finally worked his way into the winner's circle after a bad previous weekend, with a tremendous victory in the 500 Expert class. His arch-rival at this track is Rick Hocking and Rick held his El Montadero Bultaco in for the

second over Raymond Huff on the Zakarina Bandido. Huff had to work through the pack for the third, but that is just about how he likes it.

Dennis Scott won the 500 Junior Main but only after Dennis Simms fell on the last lap. Simms had it made going into the first turn on his super-fast

Suzuki and appeared to have it well under control until he fell. His past appearances were mostly rewarded by seconds and thirds while tonight's effort seemingly was for the big win, only to wind up on the ground. Better luck next time.

(Results on page 32)



Jeff Pachelo on his way to the win in the 250 Novice class. It was his first win, ever.

Foley Doubles, Gains on Gennai

By Bill Spencer

HAYWARD, CAL., July 24, 1971 — National Scrambles Champion Jim Foley had just about everything go his own way this evening and racked up two big wins to gain a healthy seven points on John Gennai in the point battle for District 36 Number One. Foley won both the 250 and 500 Expert Mains, while Gennai couldn't make either the 250 or 650 Main and had to sit out the evening on the bench watching Foley put a large dent in his lead for high-point man. The score going into tonight's activities was Gennai 154, Foley 131. The difference of 23 points is now lessened to 16 and three months still remain for point count. With as many rides as these two do during the course of the year, it is likely that the winner of the District will be, again, the National Scrambles Champion.

Starting off the Main was Dennis Robinson with another one of his beautiful hole shots. Foley applied the pressure heavily and on lap three was the leader. Robinson held on to second

for the entire fifteen laps as did Bruce Teixeira to third and Bill Budde to fourth. Pat Hennen moved up into trophy position for a short time, but fell by the wayside after going too fast.

For Budde, a fourth wasn't enough, so for the 20-lap 650 Expert Main, he led for the entire distance to beat out Jimmie Brooks and Dan Hughes. After the halfway mark they were a full half lap in front of the pack and moving out. At the close, Brooks was right on Budde, but it was to no avail as Budde was in complete control. Bud Smith, last week's winner, went by the wayside with the loss of his exhaust pipes.

Rich Anderson won the 500 Expert heat for a first in his career. It was also his first Expert ride and he was leading the main in good style with pressure from Mike Vanlienden and Foley. On the third lap, he bailed and Vanlienden inherited the lead only to bail on the next lap in the same spot. Foley took the controls from that point and went on to the victory.

Four weeks remain for the high point

run and these next few races will decide on who is to be the high point man at Hayward. The battle is wide open and as yet no one seems to be in outright possession of first. Foley, Gennai, Budde, Hocking are all names that have a chance. It will be a tough fight.

(Results on page 32)

BRUCE BROWN ON TV

Bruce Brown, the man behind the camera, will be on the David Frost Show scheduled to air Aug. 9, nationally. Three nights later, he switches over to CBS to chat with Merv Griffin on his nightly talk-show. Guess what Bruce'll be rapping about...and showing parts of?

NOISE: The sound that kills the sight.

Spills Galore at Cycleland

By J. Noffsinger
CHICO, CAL., July 24, 1971 — A nice and hospitable crowd welcomed a crowd of new riders here at Cycleland Speedway this evening. The weather was excellent, and track conditions were favorable to a fast evening of racing.

Usually the 100 class is the one which has trouble with excessive pushing in the corners which results in riders piling up, and heats being stopped due to riders and machinery on the track. However, this evening there was a turn-about which resulted in some fine racing in this class, and some shabby racing in the 200 and 250 classes.

Anti-Climactic Speedway Show

By Bruce Young
RENO, NEV., July 22, 1971 — Small turnout of riders and fair size crowd made the second in a series of speedway races held here sort of anticlimactic.

The race was of high quality but there just was something missing about the way that they rode. The track was in excellent condition with one turn making it possible to power all the way around with one's feet on the pegs.

The big hero of the night was Dave Gifford, stealing the show by winning all the races he entered.

A local rider that did well in the final events was Jawa dealer Ron Smally of Reno. This was Ron's first ride on a Speedway bike and he really knows how to ride. He finished third in the Div. II Main Event after giving the other riders a real challenge.

Many riders from the Sacramento, Calif., area came up again to help out the show and went away with much of the money.

All hope that things will improve in Reno because this is a very enthusiastic crowd and the track was prepared with the greatest amount of care by Gus Lauer.

(Results on page 32)

One rider on an undersized bike in the 200 class repeatedly was involved in crashes which took its toll on riders and machinery. He finally wrecked his own bike to the point where it would no longer run, and left the track to saner and more thoughtful riders.

Dave Veffredo of Chico again pushed his tired Bultaco to a well-earned first in the 250 Expert Main. Dave simply appears to get more out of this bike than it appears to be capable of giving.

Jim Crenshaw, who is leading in points in the 250 class, returned after a two-week absence, however, found he had difficulty in traveling the track with his usual quick, precise manner with a wounded leg.

Several new riders showed up this evening, and Corkey Swadley of Petaluma was the most noteworthy. He won the 250 Scratch Main, and then placed second in the 250 Handicap Main. In the latter event he pushed Mike Hardy of Sacramento all the way to victory.

The sudden rash of accidents the past few weeks have brought out a few broken bones and many aches and pains. They can be only contributed to over-zealous riding on the part of rather inexperienced riders in the Main. Lately, some more experienced riders have been seen pushing their way into corners where they do not belong. In the interest in safe and sane racing there is going to have to be more thought given to how one should race here, and who is doing the dangerous racing, and what should be done about it.

(Results on page 32)

GATOS RUN CONTINUES.

The Los Gatos M.C. will return to the Cycle Hills facility Sunday, August 8, to run its third of five point races. The high point trophies are scheduled for each division, giving all riders a chance to be the high point man in his division. The 250 division is open for grabs with Scott Williams, Jim Foley, and Ron Landice tied for the lead. Race action will begin at 12:30 with sign-up and practice starting at 9 a.m.

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Jones Rallies for Late Win; Einarson Downs Elma Novices

By Dick Sjoboen

ELMA, WASH., July 25, 1971 — It was a repeat performance by former nationally ranked Jim Jones (Tri) as he went inside Dick Waller (Tri) on the north turn and pushed on to the Elma Half-Mile checkered flag.

The first laps saw Chris Hansen (H-D) in the lead, but as the race wore on it became a duel between Waller and Jones. Earlier this season Jones won the only other half-mile professional event in this area. Jones had earlier won both his heat and the dash.

Tony Parilla (Nor) won all honors in the Junior division with wins in both the main and the dash. He was also the fastest Junior qualifier.

The dash was a real screamer. Parilla and Watterson (Yam) were wheel to wheel at the end of the first lap, remaining very close till Watterson took his Yamaha to the high side in the north turn in a spectacular sweeping slide which resulted in a spectacular sitdown for Tom. Parilla then easily went on to the win.

Tony had to deal with Washington

Junior point leader Randy Skiver (Tir) in the 12-lap Main. Parilla and his Norton led the pack for the first two laps, then Skiver took the lead for the next two. On the fifth lap Parilla outran Skiver on the front stretch, keeping the lead the rest of the way.

In the Novice Main Event Jim Einarson (H-D) took the lead from Chuck Andrews (Bul) on the back straight in lap number one and went on to an easy victory.

It was a hot cloudless day, but due to excellent track preparation, dust was practically non-existent till the running of the Expert Main late in the afternoon. The event drew only 61 riders, probably due to the National swing to the West Coast. This resulted in only two Expert heats, one Junior heat and four Novice heats. The spectator turnout was fairly good, however, and Race Promotions Inc. should be encouraged in their efforts here. This is the only half mile track in the Puget Sound area regularly scheduling motorcycle racing and it is a good spectator facility.

(Results on page 32)

Oliver Leads Large Turn out

By Janis Randall

JUNCTION CITY, ORE., July 24, 1971 — Tonight's race was one of the best of the season due to the 100-degree weather and the huge turnout of riders.

It turned out to be a good night for Rick Oliver, who won the 100 and 125 A Main Events, though Ricky Graves from Washington (Kaw) in the 100 class, kept right on Oliver's tail, keeping him from getting an easy trophy, with Tom Whitsell following close behind.

In the 125 A Main Rick Oliver stayed in the lead through the race with Bill Sekermestrovich (Yam) and Jack Heater (Bul) following very close behind, making this race another hard-earned win for Oliver.

Winner Ron Denny in the 200 A Main class, riding a Bultaco, rode a very smooth race with Steve Schoonover (Bul) and Diane Cox (Bul) following close behind him. Earlier in the races Diane took quite a spill and was knocked unconscious, but luckily she only received a skinned chin. This didn't keep her from getting third in the 200 A Main.

The 250 A Main provided most of the action for the night when Jack Heater and Billy Oliver tangled. Heater caught his foot in Oliver's rear wheel and the

pair fell, causing a restart. Heater took a short trip to the pits to examine his foot. John Schoonover led the restart to the finish while being pressured by Washington ace Graves on a sanitary Bul. Oliver blasted through traffic to finish third in this talent-laden class.

In the Open class Keith Nerse, riding a Maico, led the race with John Schoonover, (Yam) riding right on his tail. Schoonover passed Nerse on the last lap to take first with Keith in second, and Steve Schoonover passed Nerse on the last lap to take first with Keith in second, and Steve Schoonover following close behind for third.

Once again Scott Nelson (Yam) devastated the Mini-Bike riders, but showing determination and consistency was Chet Campbell, (Hon), who worked his way up to second, with Bruce Hapley (Yam) following very close behind.

(Results on page 32)

MINT GOODIES

A limited amount of Mint 400 souvenir items are still available from the promoters. Jackets, dash plaques, patches, programs, decals, and Jim Beam Commemorative Bottles can be ordered from Mint 400, Mint Hotel, Las Vegas, Nev. 89101.

TEAM Rickman WINS!

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1st	100cc Class	DAVE COWDEN (age 12!) RICKMAN Micro 100 Metisse
July 18	Cycle Hills, California	MRA Moto-Cross
1st	125cc Senior	RON HUFFMAN RICKMAN Micro 125 Metisse
July 18	Deadman's Point, California	Moto-Cross
1st	100cc Junior Div. 2	H. BLISS RICKMAN Micro 100 Metisse
July 22	Ascot Park, California	CMC Thursday Nite Moto-Cross
1st	125cc Senior	JEFF WRIGHT RICKMAN Micro 125 Metisse
(Jeff does it again! The Micro 125 has won all 18 of these events without a miss)		
July 24	Indian Dunes, California	ACE Moto-Cross
1st	100cc Jr. /6+ Races	LARRY HENTSCHEL RICKMAN Micro 100 Metisse
July 25	Saddleback Park, California	ACA Moto-Cross
1st	125cc Intermed.	DANNY LaPORTE RICKMAN Micro 125 Metisse
2nd	125cc Intermed.	MIKE PAULSELL RICKMAN Micro 125 Metisse
1st	125cc Senior	BRUCE BARON RICKMAN Micro 125 Metisse
1st	250cc Senior	BRUCE BARON RICKMAN 250 MX
July 25	Chappell Hill, Texas	Moto-Cross
1st	250cc Junior	RUSSELL ALLEN RICKMAN 250 MX
(A new member of Team RICKMAN, this was Russ' first ride on a 250 !!!)		
July 25	Barstow, California	European Scrambles
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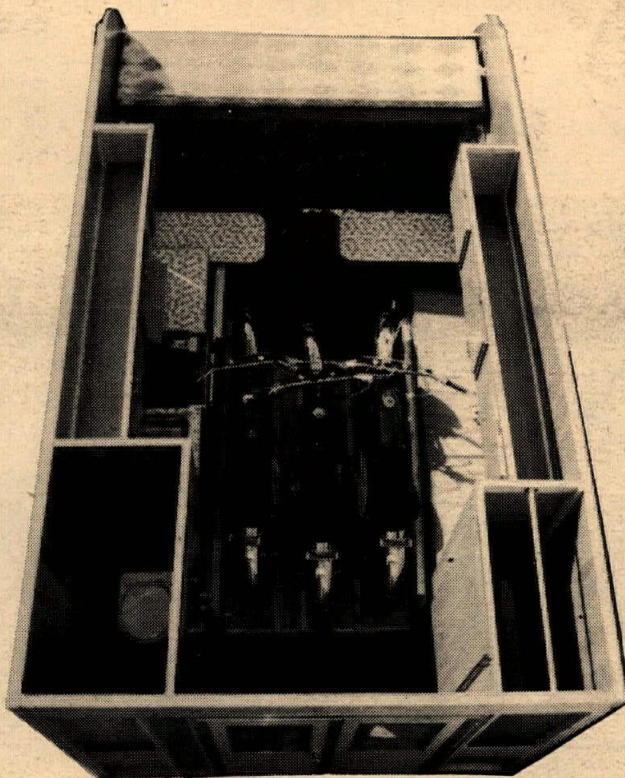
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AHOLA SQUEEKER

By Dick Sjoberg
GRAHAM, WASH., July 23, 1971 — It looked as though Squire Tomasie (Tri) might pick up his first main event win at Graham Speedway this season, but Emil Ahola (Tri) again saw enough daylight to squeeze out yet another win in Pro TT.

Tomasie held the lead for eight laps over Pat Marinacci (Tri) and Ahola, but the eighth lap saw Ahola get by Marinacci and in the north turn of the next lap Ahola broke past Tomasie into the lead.

Track record holder Chuck Thielke (Tri) led all the way in the Expert dash.

Junior rider Randy Skiver (Tri) had little trouble winning his fourth main event here this season, passing up both Don Noble (H-D) and Mike Hannula (Tri). Randy led every lap except the first.

In time trials Randy took an 18.91 (second only to Expert Squire Tomasie) and the Junior dash saw him lead all the way.

Steve Baker's wins in both the Novice dash and the main event must have seemed easy after fantastic performances at Kent where he took a fourth place in the Combined Jr/Nov. road race, and at Castle Rock where he took a first.

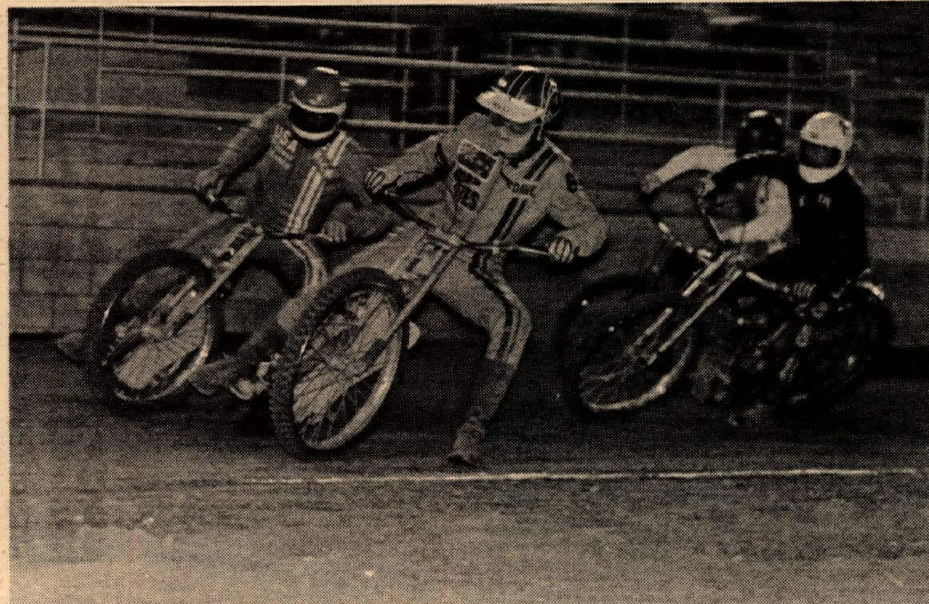
The event drew 74 riders, including 21 Experts (two nationally ranked.)
(Results on page 32)

Woods Dominates Reno Speedway

By Steve Young
RENO, NEV., July 29, 1971 — Reno's third weekly Speedway race was a particular treat to all who attended due to the surprise appearance of Rick Woods. Although the spectacular Woods

won almost every event he participated in, there was much excitement in all the events.

Chuck Hatcher won the Handicap Main by deftly aceing out Woods, but one of his competitors turned in an



Dave Gifford holds the inside, Rick Woods the outside at Reno.

equally astounding ride. Local reserve rider Barclay Trehal delighted the fans in only his third class A race by holding on to second place until the last corner. Except for closing his eyes at the start and his post-race comments quoting Little Fauss ("I was going faster than I ever went in my whole life."), Trehal showed considerable poise in racing with the shoes.

The Scratch Main was the most exciting race of the evening with Woods and Dave Gifford battling for first. Woods won, but apparently was pressed hard enough to not wheelie across the finish line as he had been doing most of the evening.

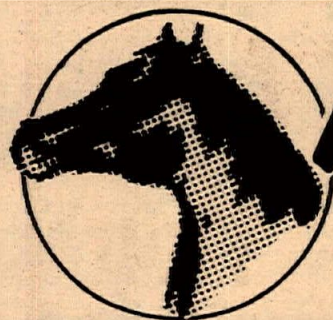
Milan Vickers smoothly held off Carl Spotts to take a first place in the Handicap Consolation.

Freddie Ortiz hung on to his slim lead over hard-pressing Mike Corcoran to capture the Scratch Consolation Main.

In a special Match Race, the fans were treated to another dual 'twixt Woods and Gifford. The race was so fast that anyone who blinked couldn't have seen Woods win.

Much praise must be given to the people running and preparing the races for their continuing improvement, and to Al Lockett and Gus and Arlene Lauer for their efforts in bringing Speedway to Reno.

(Results on page 32)



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Mavrick MX 11 1/2" or 12 3/4" shocks, 1/2" shaft, 3 1/2" travel, 78 lb. springs.	\$32.00/pr.	\$24.95
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Odom Edges Brelsford; Scott

Photos by Walt and Dan Mahony

CORONA, CAL., July 31, 1971 — Jimmy Odom became the fourth rider this year to win more than one National event as he picked off the first-time Corona, Calif. Half-Mile National under the lights.

For the second time this year Odom had to run from start to finish with Mark Brelsford looking down his exhaust pipe from start to finish. The Yamaha rider from Fremont and the Harley-Davidson scooter from San Bruno ran wheel-to-wheel the entire 20 laps with Odom doing a repeat of his Houston win in January and winning by a near photo-finish margin.

The National was the seventh half-mile race of the year on the new oval and the first time all of the fast ones had gathered there at one time. For many it was the first time ever on the hard-packed track.

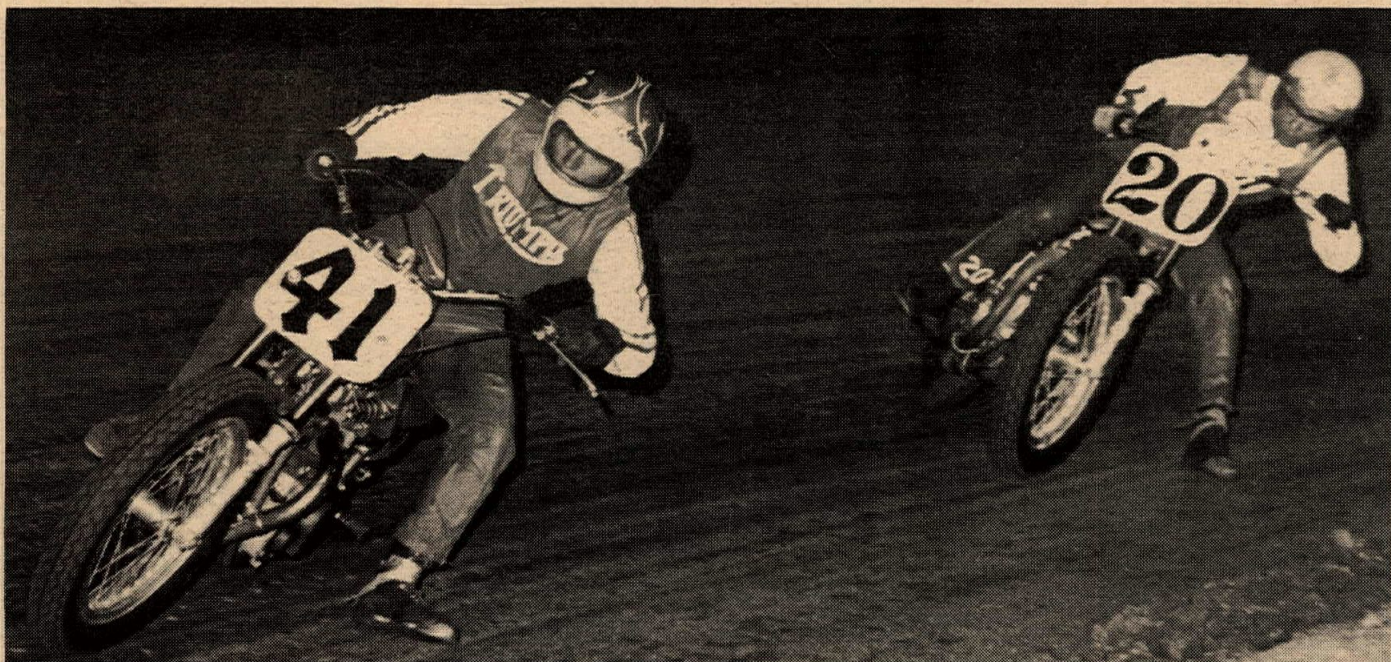
Four Experts broke the one-lap time trial record with Don Castro leading the way. Mark Williams, Tom Rockwood and Mark Brelsford were also under the old mark set by Terry Dorsch.

Castro fell off in the first heat race, dumping on the first turn of the first lap. Brelsford went on to win with Dave Hansen in second and Gary Nixon making his best showing of the year on dirt in third.

Odom passed Mark Williams on the second lap in the second heat to take the win. Eddie Mulder grabbed second place on the final lap at the line with Williams holding for third and last direct transfer to the final.

Gene Romero returned to action by taking the third and final heat race over Jim Rice and Tom Rockwood. Current National point leader, Dick Mann, ran fifth behind Keith Mashburn.

The Expert semi for five laps was again one of the top races of the night with regular season point leader at



Mark Williams (41) and Eddie Mulder have at it. Williams finished 10th in the Main while TT Eddie copped a seventh.

Corona, Terry Dorsch winning the event. Mashburn and Chuck Palmgren were the final two riders to transfer from the event. Mann again ran fifth for a no-transfer to the final, *a la* Columbus.

Others who failed to get out of the semi included Jody Nicholas, Sonny Burres, Cal Rayborn and Dave Sehl. Mann later protested the event, claiming he did not receive a fair start. The protest is now in the hands of the AMA in Ohio (*See box...Ed.*)

The twelve-man National final found Mulder attempting to jump the starter and being placed on the penalty line. Rockwood and Williams were also flagged to the back along with Mulder.

Odom shot to the front at the start with Brelsford nearly alongside and that was to be the story the rest of the way. Mark actually passed for the lead early in the race but was caught and re-passed by the determined Odom two turns later.

The rest of the way it was Brelsford looking for an opening with Odom riding a perfect race that was taken all the way to the finish. It was the first win for a Yamaha 650 this year and the second overall National win for this model.

Nixon fell off early in the event but later got back up but still finished last in the first dirt track final he has qualified

for this season.

With Mann out of the final, Romero needed only eighth or better to take over the National point lead. Gene then ran a head-to-head battle with Jim Rice most of the race for third place. His eventual fourth now gives him a narrow lead going into the Livonia mile next Sunday afternoon.

The Junior final was again another Gary Scott-Kenny Roberts duel all the way. Scott reversed his second place from a week ago at the Ascot National and won the event.

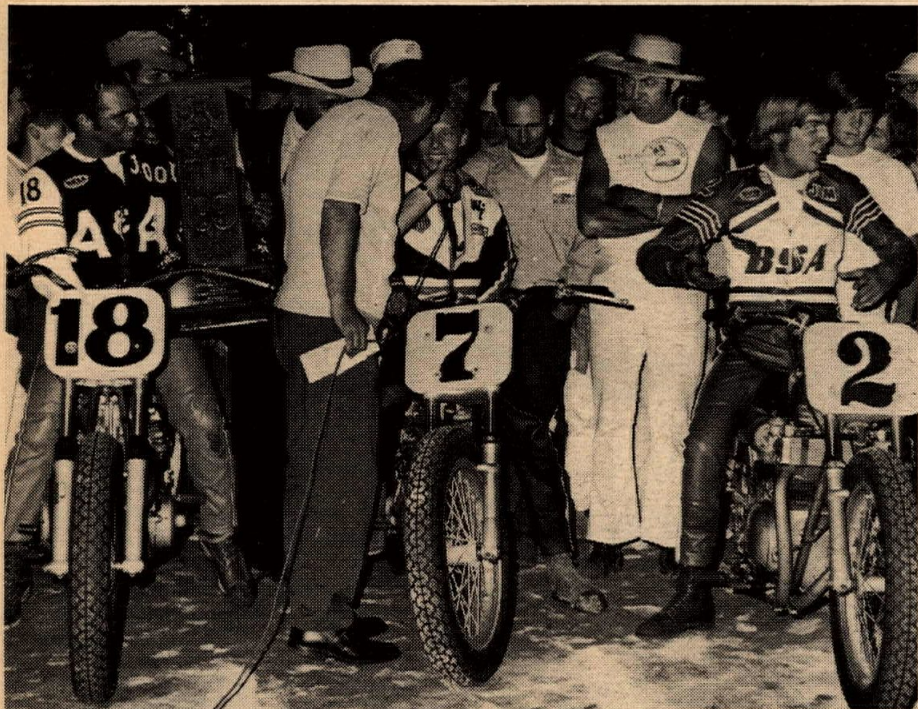
The highly-regarded Triumph rider chased Roberts for ten of the fourteen laps before moving into the lead. Ron

NATIONAL POINT STANDINGS July 31, 1971 (125 or more points)

1. Gene Romero	619
2. Dick Mann	603
3. Jim Rice	540
4. Jim Odom	504
5. Mark Brelsford	438
6. Dave Aldana	367
7. Kel Carruthers	301
8. Eddie Mulder	298
9. John Hateley	292
10. Don Emde	279
11. Don Castro	272
12. Dave Sehl	266
13. Dave Hansen	221
14. Tom Rockwood	206
15. Dave Smith	197
16. Keith Mashburn	187
17. Mark Williams	163
18. Terry Dorsch	157
Chuck Palmgren	157
20. Walt Fulton	156
21. Cal Rayborn	150
22. Bart Markel	149
23. Ronnie Rall	144
24. Ralph White	142



The Junior Main was a tight battle from start to finish between Ken Roberts (80Y) and Gary Scott (64R). Midway through, Gary got by and went on to win with Ron Moore (37R) third.



A happy Jim Odom watches as track announcer Roxy Rockwood interviews second place finisher Mark Brelsford. Jim Rice (right) chats with a friend.

Protests Filed for Bad Start

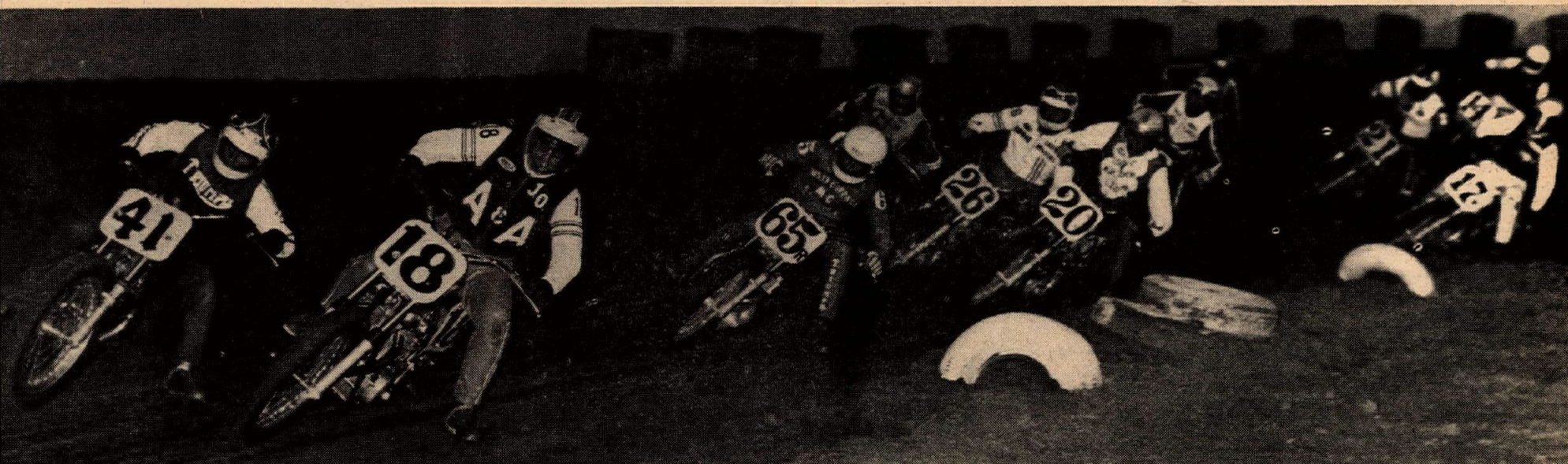
Dick Mann, Jody Nicholas, Nick Thoreux and Sonny Burres levied protests against AMA Racing Director Bill Boyce, Western Regional Referee "Chub" Kellem and starter Bob Malley after the semi main at the AMA National tonight. Mann, who was sent to the back row earlier in the year at Columbus, Ohio, for allegedly fudging, made sure he didn't cheat this time.

The start was so bad that Mann, Nicholas, Keith Mashburn and other admitted that they shut off, expecting a restart that never came. Malley and Boyce later admitted that it was an unfair start, but as Boyce said, "We can't run it again". Malley, shaken by the incident after the crowd unrelentingly booed him, nearly quit on the spot.

Mann missed the transfer spot by two positions and demanded that Kellem rectify the obviously unfair situation by allowing the next four finisher of the semi run in the main, making it a legal maximum of 16. It was not allowed.

Kellem and Boyce suggested they file an official protest after the race, which they did.

Nips Roberts in Corona National



Main Event winner Jim Odom (18) battles with Mark Williams (41) during a heat race. Holding third is Terry Dorsch with Ed Wirth (26) and Ed Mulder (20) knocking elbows for fourth.

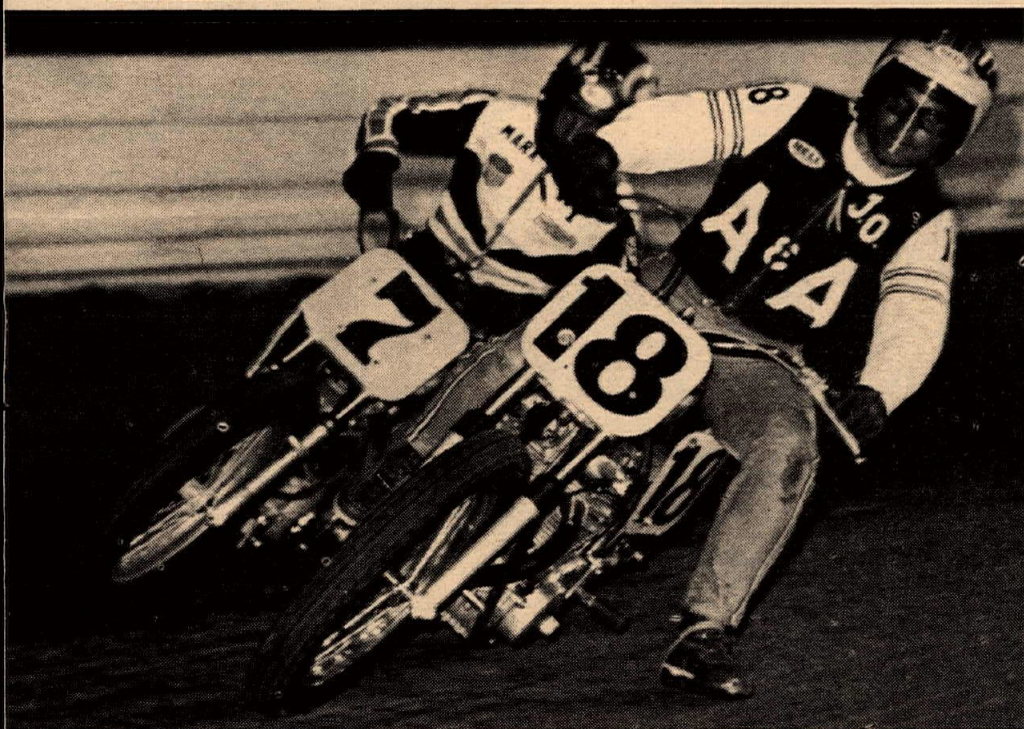
Moore came from the back to run a close third behind Roberts. During the final three Juniors fell off but none were injured.

Roberts defeated Scott in the opening heat race and Bill Morgan came up the winner over Moore in the second ten-lapper. The second heat found Loyal Penn locking handlebars with another rider coming off the line. Penn, the Loudon Junior winner in June, went down and was run over by at least two other riders. Mike Kidd from Texas and

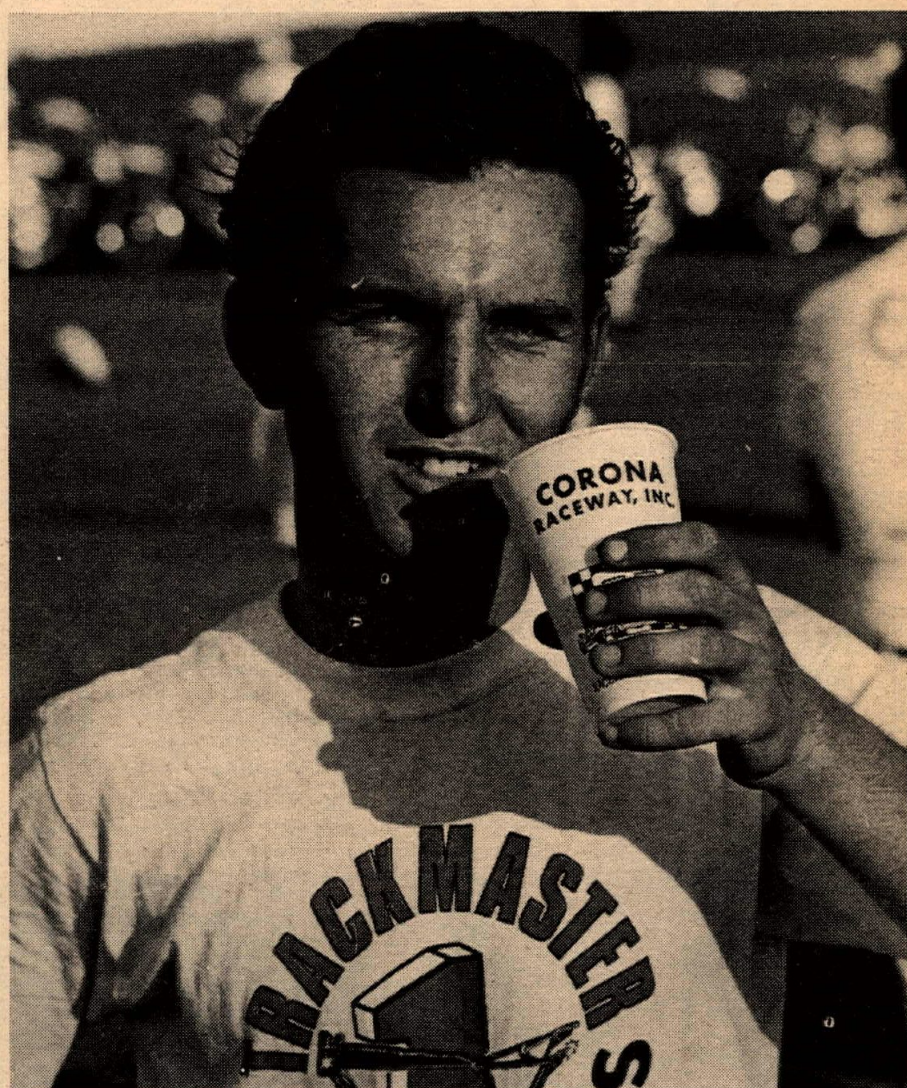
Tom Phillips also crashed in the chain reaction spill and the race was halted.

Penn and Kidd were taken to Riverside General Hospital. Loyal has severe head injuries and was on the critical list at press time. Kidd is not reported to be in serious condition.

The Corona half-mile now reverts to weekly regular season racing every Saturday evening. It was the first time a major race event has been held in the area since the days of the Grand Blvd. car races run from 1913 through 1916.



Jim Odom and Mark Brelsford fought it down to the wire in yet another National that was decided by a small distance. Jim won and edged closer to Jim Rice while Mark passed Dave Aldana in the point standings.



Gary Scott tries to cool off after a hot afternoon. Even the Coke didn't work as he set a blistering pace during the Main to hold off Ken Roberts.



Dave Hansen and Gary Nixon battle out for a transfer position during the first Expert heat. Hansen transferred directly to the Main with a second as did Gary with a third.

AMA NATIONAL HALF-MILE

Corona Raceway
Corona, Calif.
July 31, 1971
20-LAP NAT. FINAL Time: 5:19:90

Jim Odom	Yam
Mark Brelsford	H-D
Jim Rice	BSA
Gene Romero	Tri
Terry Dorsch	Tri
Keith Mashburn	Yam
Eddie Mulder	Tri
Dave Hansen	Tri
Tom Rockwood	Tri
Mark Williams	Tri
Chuck Palmgren	Yam
Gary Nixon	Tri

14-LAP JUNIOR FINAL

Gary Scott	Tri
Kenny Roberts	Yam
Ron Moore	Tri
Bill Morgan	Tri
Randy Scott	Tri
Mike Collins	BSA
Bob Morgan	Tri
Les Costanza	BSA
Al Perella	Nor
Greg Hodges	Tri
Harry Dring	BSA
Tim Wolf	Tri

TOP TEN QUALIFIERS:

Don Castro	22:44
Mark Williams	22:67
Tom Rockwood	22:73
Mark Brelsford	22:77
Terry Dorsch	22:78
Jim Rice	22:78
Dave Hansen	22:90
Eddie Mulder	22:90
Dick Mann	22:93
Gary Nixon	22:96

JODY WINS THIRD ASCOT HALF-MILER

Photos by Dan Mahony
GARDENA, CAL., July 30, 1971 — The Ascot half-mile topped all previous weeks for professional action on Friday night with the final three laps of the Expert final summing up the entire evening.

The event was supposed to feature the best-challenging Gene Romero for an additional \$200 bonus. Unfortunately Romero failed to show up after issuing the challenge himself the week before while serving out his final days of suspension. It worked out for the best as Romero would have had a hard time keeping up the torrid pace set by the three front running Experts. You can't lose if you're not there.

Georgia's Dave Sehl and his team Harley-Davidson had a new "Special" engine flow in for the event and team manager Dick O'Brien was on hand to see how the fastest combination for H-D would work out against the locals.

Sehl topped the field in time trials, taking top honors with a 22:72 lap. Jody Nicholas, Mel Lacher and Dave Smith, all in the 22's were close behind.

Sehl then came from the back of the pack in the heat race to become one of the few out-of-staters to win a five lapper. Nicholas won his heat race and Tom Rockwood turned back Lacher for the final Expert win.

In the three-lap Trophy Dash, the best this year, Smith did not come to the line due to a blown engine. Lacher and Sehl raced it right down to the finish line with Nicholas right there until the final turn before dropping off the pace, and a chance to win. Lacher and his Norton nipped the eastern invader right at the line.

Sehl then attempted to become only the fourth rider in fourteen years to win an Expert final at Ascot over the Californians. The early laps had him in the lead with Nicholas in a distant second and Rockwood running third.

The native Canadian nearly pulled it off but the Ascot hex held in the final three laps. Sehl's throttle worked loose but at the same time the rear tires on both the Nicholas' Norton and the Rockwood Triumph wore out with great chunks missing for the last few laps.

Rockwood put the pressure on Nicholas in the last laps and Jody picked up the pace passing Sehl to take the lead with two laps to go. Rockwood then dove under the top Harley threat

on the final lap for second and was right on Nicholas at the finish.

More action was yet to come. DeWayne Keeter and Chuck Hart came out of the last turn fighting for fourth place side by side. Hart was on the outside. Keeter nicked the rookie's handlebar, sending Hart into a tank-slapper and off the wall. Keeter moved by for fourth but Hart flew over the handlebars and actually crossed the finish line in the air, ahead of his wild Yamaha, for fifth place.

Sammy Tanner picked up the semi win and his 397th half-mile victory but ran last, 10th, in the final. Dan Haaby returned to action once again. This time on the Mert Lawwill H-D but ran into mechanical troubles early in the heat race and pulled off before the finish.

Junior Gary Scott and his unbeatable Triumph ran the combination in for another heat and Main Event win. This runs Scott's streak to fifteen wins in a row without a loss, one away from the record set in 1964 by Haaby.

Kenny Roberts was again on hand to act as challenger but again was turned back by Scott for the third straight time at Ascot, the only three times they have met on their home half-mile.

Denny Kanagae switched to the Don Dobbins Triumph and clocked a faster heat race win than Roberts. He then lined up between the two top Juniors for the final but had the engine blow, while running third, early in the race and the possible upset was set aside until next week.

Scott Brelsford extended his win streak over Steve Nichols to two in a row, leading from start to finish in the Novice final with Nichols in second and trying to catch all the way.

The two Yamaha aces were in command all the way but were pressured early by Bultaco-mounted Gary Caldwell who still held in there for a close third place. Caldwell is the third ranked Novice in the West, behind Brelsford and Nichols.

All three won their heat races but it was Brelsford turning in a sub-two-minute five-lap time, the fastest 250 lightweight heat race of the year.

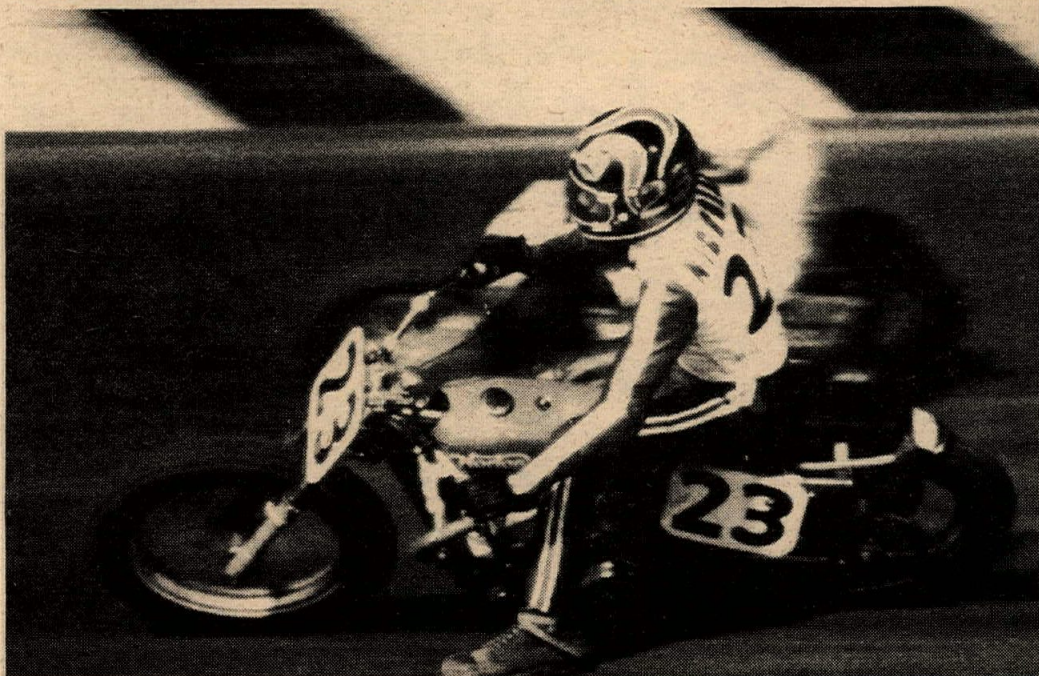
It will be half-mile racing again this coming Friday night at Ascot. The next will be hard to top for action from start to finish of the type shown last Friday.

Even though Romero failed to show, the promoters still paid the \$200 bonus

money to Jody Nicholas. That Main Event was well worth it to riders and fans

alike.

(Results on page 32)



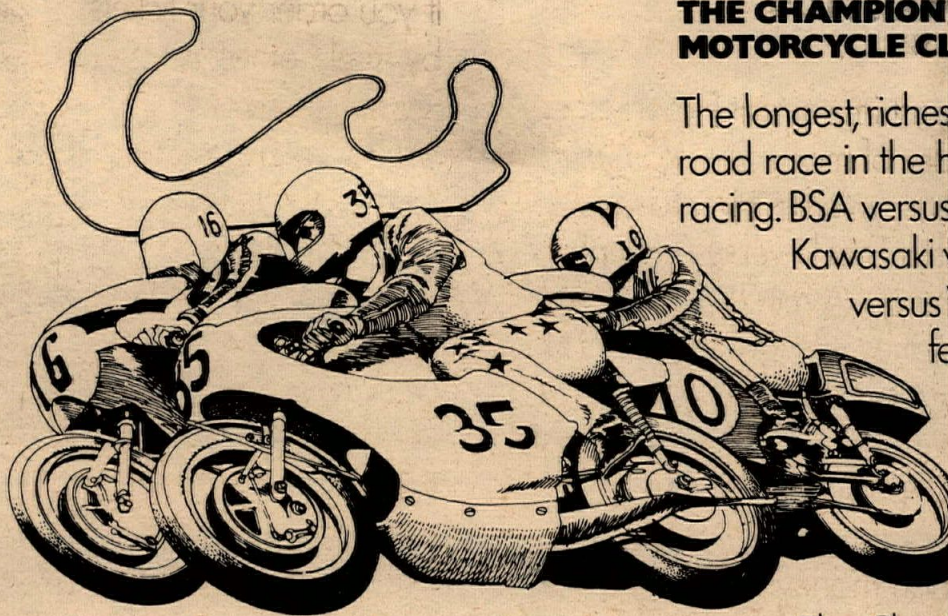
Jody Nicholas is flying so fast at Ascot that one foe he's passing just becomes a blur. Jody won his third straight half-miler at Ascot.

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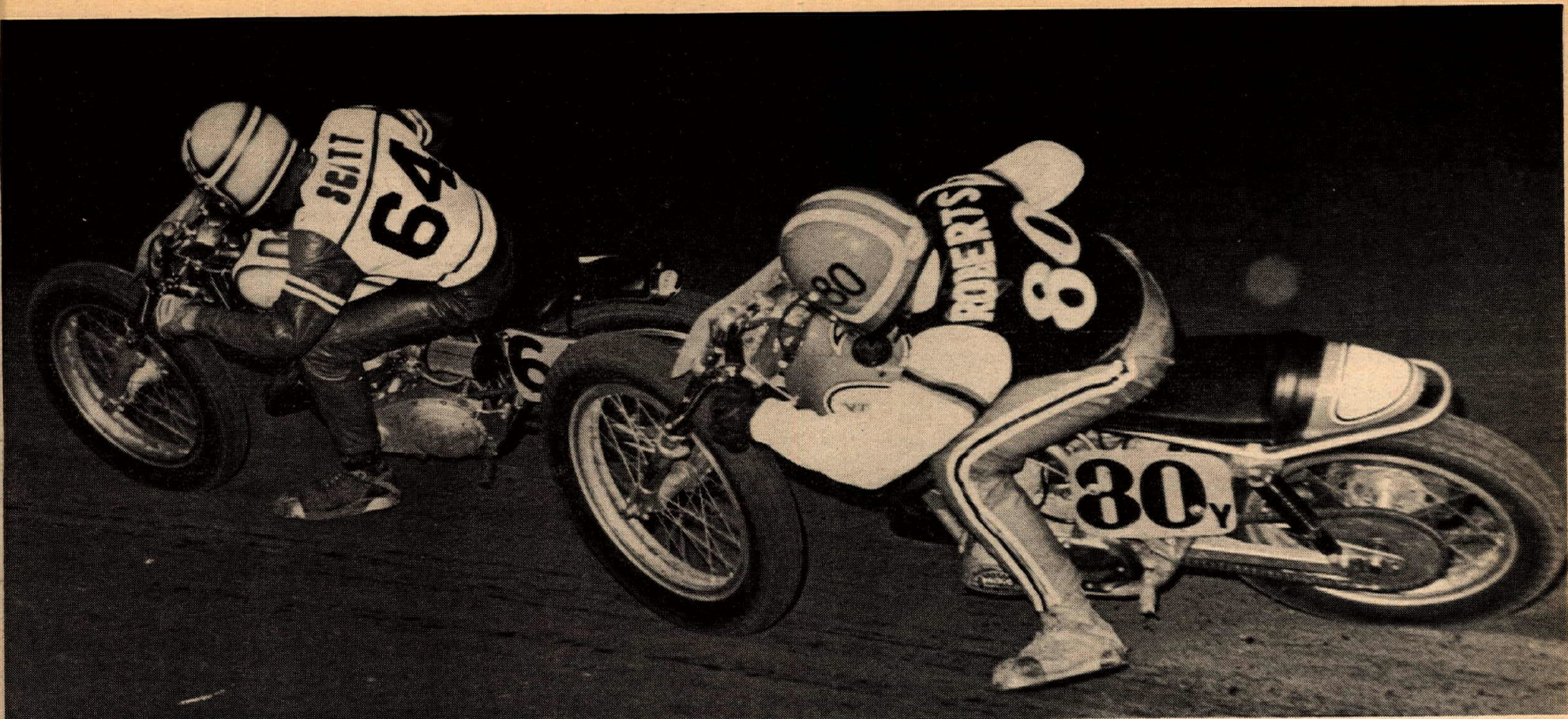
The Classic championship po (the 1971 national a be decided in this Sunday, October Plug Motorcycle C anything like it.

THE CHAMPION

We've custom-bui course you've eve 2½ mile oval at C It's designed to gi only the top rider world can live wi spectator. This is a really see. But tha On the same day see a 125-mile Jun



In the Trophy Dash, Mel Lacher (90) had to really fight to take the win with Dave Sehl (16) second and Jody Nicholas third.



In usual fashion, Gary Scott and Ken Roberts put on a show which never had the ending settled until the checkered not only appeared but flew as well.

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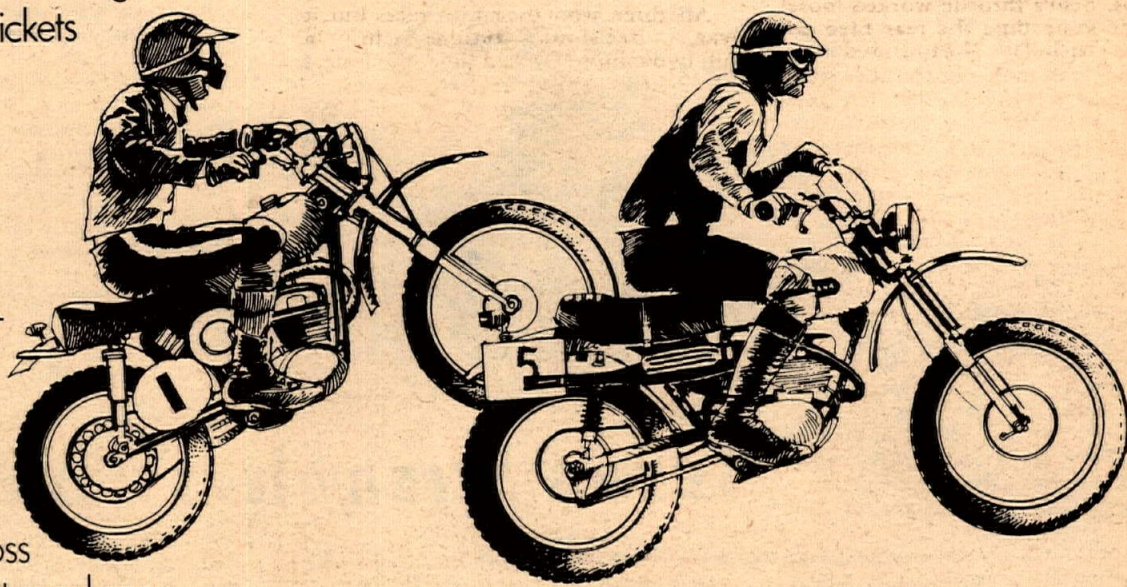
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CN see a 125-mile

OCA Hosts Intermount TT Championship

By Larry Knop
 OGDEN, UTAH, July 18, 1971 — The Ogden Cycle Association held its annual Intermountain Championship TT at Hot Springs today and the hot was very appropriate: hot weather, hot racing, and hot pants. A pleasant combination for a Sunday afternoon.

Actually the racing would have been even hotter if the weather hadn't been. The small bore bikes in particular had problems with metal seizing metal, but there was always plenty of action. The OCA spent a lot of time setting up a good TT track, and the riders could really show their stuff. A 100cc rider, Del Brown (Hod), was the only Expert who could walk away from his class. The 125 and 200 Experts had some real battles. It took a 3rd heat win for Phil Bernard (Dal) to beat out Pete Crandall (Suz) in the 125 class, and for 200 Expert Kevin Croft (Suz) to take Phil Hart (Bul).

These riders then met in the Small Bore Sweepstakes, where Brown grabbed the lead and held it. Crandall kept the pressure on though, and finally passed — only to suffer the embarrassment of having Del's 100 outpull his 125. Finally Pete passed again, and this time he made it stick, despite the challenges of Bernard, then Croft, and finally Hart.

The 250 Expert go was another wild affair. The third heat was a Woody Lawhon (Oss) disaster. First Woody and another rider crashed off the line, requiring a restart. Woody worked his way through the field, finally passing leader Jeff Carson on the last lap. Then he overcooked it. Woody ended up contemplating the dirt after two complete 360-degree slid-arounds while Jeff motored by for the win.

The Open Expert class began the last heat with Bob Brown (Mai) and Craig Williams (Suz) tied with a 1st and a 2nd apiece. Craig got the jump. Bob had to work his way past a couple of riders but he was soon on Craig's rear tire. Last lap, Bob made his move. He pulled almost even with Craig, but then his front wheel hooked Craig's bike and that was it. Boomp, boomp, thud. Williams took the win.

In the Big Bore Sweepstakes all these riders had their leathers on again. The light went on and Dennis Spencer (Yam) grabbed the lead. Dennis only took 3rd in the 250 class, but he was fiercely in the Sweepstakes. He held off challenge after challenge, but finally yielded to Williams, then Brown. With only a couple of laps left Brown tried the same move on Williams again — but this time he made it. That was it — Brown pulled steadily away for the honors.

The races ran off with dispatch, and as noted earlier, the scenery was excellent. OCA did a good job, but part of the credit for the races must go to the Dusters M.C. The Dusters are a brand new club, and they turned out in force to help and learn some of the ropes.

(Results on page 32)

SLC TO INVESTIGATE CYCLE NOISE IN CITY

By Terry Newfarmer
 SALT LAKE CITY, UTAH — The Salt Lake City Attorney has been directed to investigate the possibilities of the city passing its own ordinance specifying a maximum allowable noise level for motor vehicles.

A bill which would have set a standard of 88 decibels at 50 feet was presented in the last session of the State Legislature, but it died in the legislative process without ever coming up for consideration.

City Commissioner James L. Barker Jr. is attempting to determine if a city ordinance setting a decibel level would be compatible with current state law, which says only that a motor vehicle may not be altered to produce more noise than it did in its factory-original state.

But a city judge has refused to hear any more noise violation cases, on the grounds that the law makes it a matter of opinion whether a vehicle is louder than factory-original, or not.

SouthWest Cycle News

Kevin Croft flies across the 12 miles of Utah desert to take a first place in the 200cc class at Cedar Fort.

SANCTION DENIED

Course Takes Toll on Scramblers

By Terry Newfarmer
 CEDAR FORT, UTAH, July 25, 1971 — Every desert course has that one or two rough spots where you have to push or plow through sand...but take a season worth of these spots and put them end-to-end, and you have the 12-mile hare scrambles course of the Lehi Challengers that defeated most of the 60 riders.

Waist-high sagebrush and six-foot guillies marked the easy way to the smokebomb, where the riders took on the first of a long series of climbs up through the junipers, on loose shale sitting on deep powder dust. Many a 250 loaded up and quit on the leisurely practice lap, to never make the start of

the race.

Author of the course was Preston Gerber, Utah's champion of the desert, who did the course marking on a damp day with his 400 Husky — and almost no help from the Lehi Challengers club.

"It looks like the Challengers won't be putting on any more races," said Gerber, as he related the events leading up to the July 24-25 weekend of racing, not sanctioned by the American Motorcycle Assn., and hence not by the Utah Sportsman Riders Assn.

"The AMA cashed my checks for a club charter and two sanctions, but after weeks of red tape we didn't have either," he said. He described a series of letters asking for five more AMA members on the application, copies of constitution and bylaws and for a peace officer to sign the application; all ending in denial because the peace officer was a member of the club.

The Lehi Challengers were scheduled to co-sponsor the Utah motocross championship in October.

But for the riders who braved the 96-degree heat, the tough hare scrambles proved to be plenty challenging, and every finisher won a trophy, although Gerber finished them as they came in after the winner completed his four laps, so the 125 winner had to only push two laps.

But the course could be ridden by a good enough rider on a small bike, as

demonstrated by 100cc winner Lamar Walker, who rode the full four to finish just two minutes behind the Overall and Open winner, Dave Blaylock. Charging in minutes after them was Kevin Croft, who remains almost unbeatable on the desert and the motocross tracks in the 200 class.

(Results on page 32)



Lamar Walker took a first in the 100 class but surprised everyone by sneaking in second overall.



It was Dave Blaylock's day in the Lehi Challenger's Scrambles as he won overall.

Texan Scramblers Converge on Baytown

By Johnny Warren
 BAYTOWN, TEX., July 25, 1971 — The best scramble race on the Gulf Coast are held every fourth Sunday in Baytown. All motorcycle riders and fans will agree. This track is the best kept and organized in this section of the country. The riders are free to let it all hang out. Fans from all over the country came to see Larry Haston, David Rush and Richard Dillard, three of the top Amateur riders in U.S.

Larry Haston, a veteran Texas Amateur scrambler, pushed his 650 Triumph to a one-sided victory in the first heat and final of the 350-Open. He also won the trophy dash. Richard pushed him all the way. But Dillard's 250 Bultaco was no match for the 650 Triumph on the straightaway.

Richard Dillard and David Rush, one and two respectively in point standing, continued their running battle. David (Yam) won the first heat and final of the 101-125 class. He also won the final of 201-250 class on a Bultaco 250. Dillard has his problem at the starting line and won only one race, the first of 201-250 class.

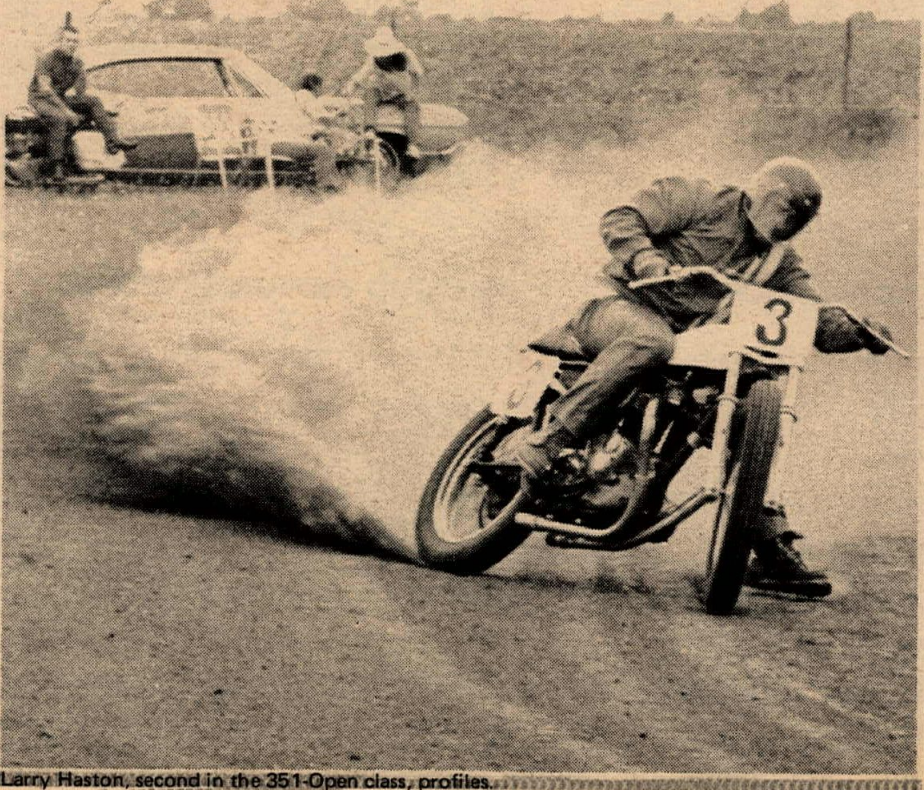
All over the Gulf Coast more and more youngsters, seven-to 10-years-old, are brining their Steen, Enduro and minibikes to the track ready to race to put on a show. Rodney Otts won the first heat and final on the Steen. Ronald Otts (Yam) won the first heat and final of the Enduro. Jay Bowers (Hon) won the minibike and Dunecycle event, also the 126-200 class. Ken Hood (Bul) won the first heat and final, followed by David Wisopky (Bul) in the heat and

Ronnie Henriksen (Bul) in the final.

In the 0-100 class, Wayne Stark (Suz) won the first heat, Brad Hood (Kaw) coasted to victory in the second, and Jerry Turner scored a win in the final.

A new race on the program, Dunecycle, was won by Jimmy Phillips. Jim Elmore worked for a consolation victory.

(Results on page 32)



Larry Haston, second in the 351-Open class, profiles.

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It's Down To Asphalt

By John Bethea

Even with the completely revised point systems used by the AMA, road racers still seem to be the determining factor in the annual pursuit of No. 1.

The top seven, and eight of the top 10, are expert road racers and two (Kel Carruthers and Don Emde) hold their high positions by virtue of their asphalt prowess this season.

Dick Mann, who has also done quite well on the road courses, holds number one spot via consistency in the dirt Nationals.

Of the nine remaining championships (including Corona), three are road races and the total points possible in those are 294. Since most of the top ten riders have topped the higher bracket of points in the past, it is somewhat safe to assume they will continue to do so, barring injuries or breakdowns.

Mann and Romero are the most logical choices to point at as potential Number One. Both have skill in both dirt and road racing and both are already building a lead over their closest rivals. Jim Rice, third, is able to hold his own on the road, but his dirt tracking

Dirt Track Top 20 (8 races)

1. Jim Rice	338
2. Dave Aldana	305
3. Gene Romero	283
4. Jim Odom	281
5. John Hateley	279
6. Dave Sehl	266
7. Dick Mann	255
8. Eddie Mulder	233
9. Mark Brelsford	217
10. Don Castro	182
11. Dave Hansen	175
12. Bart Markel	149
13. Ronnie Rall	144
14. Keith Mashburn	135
15. Sonny Burres	122
16. Dusty Coppage	114
17. Rex Beauchamp	105
18. Mark Williams	104
19. Terry Dorsch	101
20. Cal Rayborn	98

Road Races top 20 (4 races)

1. Dick Mann	348
2. Kel Carruthers	301
3. Gene Romero	275
4. Don Emde	266
5. Walt Fulton	156
6. Mark Brelsford	147
7. Jim Odom	141
8. Jim Rice	135
9. Dave Smith	120
10. Ralph White	114
11. Cliff Carr	102
12. Yvon DuHamel	101
13. Don Castro	90
14. Jess Thomas	87
15. Chuck Palmgren	77
16. Frank Camillieri	77
17. Tom Rockwood	74
Roger Reiman	74
19. Gary Nixon	67
20. Duane McDaniels	65

\$2,400 CYCLE NEWS TRANS-AMA CONTINGENCY

LONG BEACH, CAL. — Cycle News, Inc., publishers of the leading weekly and two bi-weekly motorcycle newspapers in the U.S., will award a total of \$2,400 to the first ten places in both classes of the coming Trans-AMA motocross series. The prizes will be paid at the rate of \$10 each to the first 10 finishers overall in both the main and supporting classes of each of the 12-series events. To be eligible for the contingency, each rider must visibly display a Cycle News stickie on his machine or his person throughout the event.

"Usually," explains Charles Clayton, president of Cycle News, Inc., "contingencies are paid only to the winner or first three in an event. We decided to pay \$10 each to the first 10 so that even the guy who finishes down in 10th place will win a few extra bucks toward his expenses." Clayton points out that it costs just as much to win as to fill out the field and that support race riders usually get less sponsorship than the feature racers.

"This way," Clayton concludes, "a developing rider who consistently places in the top 10 can count on winning an extra \$120 during the series, if he makes all the events."

Red and white vinyl Cycle News stickies may be obtained on request by sending a self-addressed, stamped envelope to CYCLE NEWS STICKIES, Box 498, Long Beach, Calif. 90801. Please specify whether you prefer the small (1 3/4"x2 1/4") or large (4"x5") stickie.

this season has left much to be expected as he hasn't placed higher than third in the events of which he won six last season.

Jim Odom, displaying consistency, is not a factory rider, and therefore, the final nine races seem financially stacked against him. Mark Brelsford and Dave Aldana, each of whom have won road races in the past, seem longshots at the present time, trailing the leader by nearly 250 points.

Kel Carruthers can mathematically be eliminated (as all strictly road racers can be) as he trails Mann by more points than is possible to collect.

John Hateley's only points in a road race came with a 20th at Loudon, and this seems to put him in a battle only for a top 10 position; still impressive for a rookie, however.

Don Emde has a very strong chance at improving his position in the final tally as his lowest finish in all the road races this year is 8th at Loudon, his best being at Daytona and Kent where he collected thirds. Improvement on the dirt is his biggest priority.

Rounding out the top 10, Don Castro needs more consistency to place well. He's had problems thus far and is currently feeling the pressure of two-time winner Dave Sehl and comebacker Eddie Mulder.

To pick a winner overall? That's tough as Mann and Romero, it seems, are very equal in their chances even though Mann has a fair lead. Definitely in the running still is Rice, but his ebbing from last season's pace will be hard to overcome. But, thinking back to last year, too, a young man in the same position nicknamed "Burrito" was able to do it. It should be an interesting stretch run.

COMPLETE NATIONAL POINT STANDINGS (through Ascot 50-lap TT)

1. Dick Mann (3)	BSA	603
2. Gene Romero (1)	Tri	558
3. Jim Rice	BSA	473
4. Jim Odom (1)	Yam/Bul/Tri	422
5. Dave Aldana	BSA	367
6. Mark Brelsford (2)	H-D	364
7. Kel Carruthers (1)	Yam	301
8. John Hateley	Tri	292
9. Don Emde	BSA	279
10. Don Castro	Tri	272
11. Dave Sehl (2)	H-D	266
12. Eddie Mulder	Tri	249
13. Dave Smith	Tri/Yam/Kaw	197
14. Dave Hansen	Tri	175
15. Tom Rockwood	Tri	163
16. Walt Fulton	Kaw	156
17. Cal Rayborn	H-D	150
18. Bart Markel (1)	H-D	149
19. Ronnie Rall	Tri	144
20. Ralph White	Kaw/Tri	142
21. Keith Mashburn	Yam	135
22. Mark Williams	Kaw/Tri	123
23. Sonny Burres (1)	Tri	122
24. Chuck Palmgren	Yam	120
25. Dusty Coppage	Yam	114
26. Jody Nicholas	Nor/Suz	113
27. Robert Winters	Kaw	105
Rex Beauchamp	H-D	105
29. Mert Lawwill	H-D	103
30. Cliff Carr	Kaw	102
31. Yvon DuHamel	Kaw	101
Terry Dorsch	Tri	101
33. Dallas Baker	Oss	89
34. Jess Thomas	Tri	87
35. Frank Camillieri	Yam	77
Royal Sherbet	Yam/BSA	77
37. Skip Van Leeuwen	Tri	74
Roger Reiman	H-D	74
Larry Darr	H-D	74
40. Charles Chapple	Yam	67
Gary Nixon	Tri	67
Jack Warren	Nor	67
43. Al Gaskel	BSA/Yam	65
Duane McDaniels	Yam	65
45. Nick Theroux	Tri	56
Eddie Wirth	Tri	56
47. Paul Bostrom	Tri	53
48. Teddy Newton	Tri	52
49. Dan Haaby	Yam	49
Doug Sehl	Tri	49
Art Baumann	Suz	49
52. Wayne Hosaka	Yam	46
Larry Palmgren	Tri	46
54. Emil Ahola	Tri	43
Don Dudek	Tri	43
56. Martin Carney	Yam	40
Ron Grant	Suz	40
Allen Kenyon	BSA	40
Pat Marinacci	Tri	40
60. Dave Damron	Kaw/Yam	38
61. Frank Gillespie	Oss	37
James Dunn	Yam	37
63. Fred Gunter	Yam	34
64. Ron Pierce	Suz	31
65. Bill Manley	BSA	25
Mike Haney	Tri	25
67. Jeff Sperry	Yam	22
Chuck Joyner	Tri	22
69. Rick Deane	Yam	19
Hurshel Keeter	Yam	19
Larry Schafer	H-D	19
72. Ron Widman	H-D	16
73. Johnny Issacs	Yam	13
Hurley Wilvert	Kaw	13
75. Bob Bailey	Tri	10

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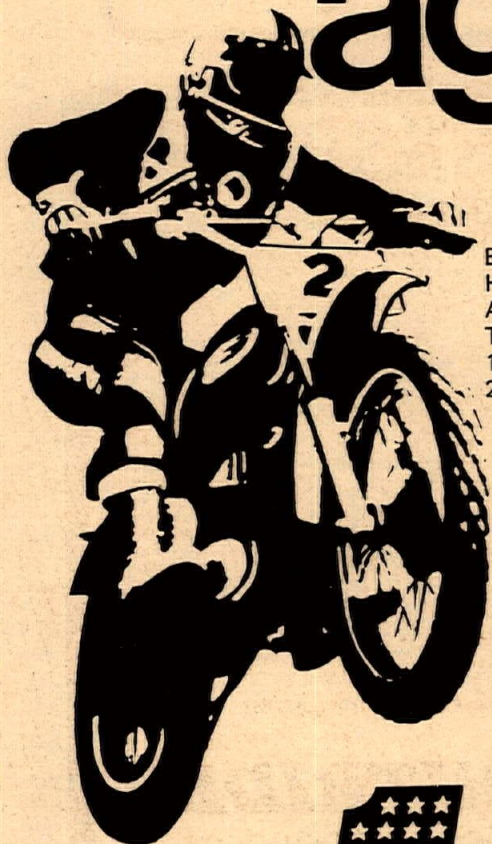
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Hare Scrambles
Aug. 1, 1971
Trailbike Class
1st Greg Hawks — BAJA 100 — 4th Overall
2nd Larry Roesler — BAJA 100 — 5th Overall



the Harley-Davidson
outperformers



Steve Hackney leads Bob Tuggle through the berms with the aid of a silencer.

Huskies Top Lockhart Loot

By Pete Szilagyi

Photo by Richard Creed

LOCKHART, TEX., July 25, 1971 — The day's racing at Southwest Motocross Park started on a sad note when Ricky Lloyd, a top rider, crashed a borrowed Husky during practice and had to be hospitalized with multiple leg fractures. To further add to the confusion, the track's routing was changed halfway through practice to eliminate what the more experienced riders thought was the best part of the course.

The short tempers and ill will didn't last very long, though, as Husky pilots Dave Dismukes and Stave Hackney went on to cop the top big-bore money spots. It looked like Bob Tuggle (Hus) was going to dominate the 250 Expert class in the first moto.

Tuggle had a comfortable lead, but was being pursued steadily by Jack Hicks on a CZ. Tuggle mistook his shifter for a footpeg while landing on a jump and found it hard to shift gears with the selector pointing at the ground. This allowed Hicks to pass and grab the lead. But on the same lap, he ran into trouble when his motor loaded up on the long exit slide from the mudhole. Hackney, who earlier had crashed and worked his way back to third, took over the lead and held it until the finish.

Tuggle, Hackney, and Hicks pulled up to the rubber band for the start of the second moto with fire in their eyes. Hicks pulled a perfect hole shot on his CZ and led during the entire moto. Hackney managed to hold down second place over John Kasson's charging CZ.

Flyin' Bob Howard found that the quickest way to get his Husky around the mudhole was to go over the glop and not through it. Bob made his own line through the section and jumped

completely over the 40-foot section. This delighted the spectators, but some of the other 250 class riders called it course-cutting. After a quick skull-session it was decided that Howard could not be penalized for taking a legal, though outrageous, line through the area.

The third moto was Steve Hackney all the way in a race run entirely under the red flag. Mike Rau crashed on the first turn and had to be rushed to the hospital.

The Open Expert class looked like it was going to be another Bill Kasson benefit. The Austin Yamaha-Husky-CZ dealer aced the field with ease in the first moto. During the second heat Kasson was doing an encore, but this time he was being pushed hard by Dismukes' Husky. Kasson's 380 CZ dumped him on his nose at the end of the straight and the pack motored past. Dismukes was eventual class winner after he took a third in the final moto behind Kasson and Floyd Dunn (Mai).

The 125 Experts saw Frank Hadler (Yam) and Steve Fisher (Bul) swap wins with Barry Woods (Pen) copping third overall. This class was unusually small today because of conflicting races at Chappell Hill. Popular Yamaha ace, Steve Stackable opted for Chappell Hill because of personal differences with the Lockhart management. Jack Hicks chose to ride only the 250 class because he was out of shape after his vacation trip to the northern hinterlands.

(Results on page 32)

Utah Officials Seek Closures

By Terry Newfarmer

SALT LAKE CITY, UTAH — Proceedings to close to off-road vehicles portions of the Wasatch National Forest, which overlooks Utah's capitol, and of the Uintah National Forest, overlooking Provo, are now in the administrative mill.

Both are expected to have closures in effect before the end of the present trail-riding season.

The Wasatch Forest conducted an initial public hearing in May to discuss problems. About 100 attended, but much of the material presented by both sides was not relevant to the subject of trail riding in the forest, particularly the talks which centered on the virtues of racing, as there has never been racing in the Wasatch Forest.

But the point that became clear was that the purist hiker will never be happy on the same trails with motorcycles, whether they are muffled or not. Principal spokesman for this group was Dr. Noel DeNevers, associate dean of engineering at the University of Utah, a member of the conservationist Wasatch Mountain Club.

Edward C. Henry, president of the Utah Sportsman Riders Assn., told forest supervisors about trail riding as a fast-growing family sport, and described riding as an effective physical and emotional outlet for teen-aged boys.

Advertising executive Doug Brewer called for regulation of problems, i.e. noise and erosion rather than blanket closures.

Recreation specialist for the forest, Jerry Horton, said the specifics of a proposal to close part of the forest and

(Please turn to pg. 26)

MINT 400 SET FOR '72

The Fifth Annual Del Webb Desert Rally, more commonly known as the "Mint 400", will be held March 19-21, 1972. More than \$50,000 will be up for grabs, not to mention contingency awards.

Last year's complaints about the excessive roughness and silt are not being ignored as operations are underway to find a new course or modify the old one extensively.

More information can be obtained by writing; Race Director, Mint 400, Mint Hotel, Las Vegas, Nev. 89101.

MEXICAN 1000 NOTES

In their July bulletin, the National Off Road Racing Assn. mentioned a few changes regarding the Mexican 1000 to be held November 2-5.

—For the first time, riders and drivers will be allowed to go the complete route all by their lonesome. This decision came after those that soled the Baja 500 experienced no problems and according to some riders, the 1000 "is not all that much longer".

—Motorcycles are going to have to mount their numbers in front of the exhaust pipe outlet in order to prevent gases from obliterating the plate.

—Speaking of numbers, the stick-on numerals are taboo for all machines. It seems that rocks and brush play havoc with the peel-off plastic so paint is going to have to be the way to go.

—A new checkpoint has been added at Rancho Cuarenta, in order to simplify choosing the route between San Ignacio and La Purisma. The rest of the checkpoints remain the same.

PENTON

PETER CRANDALL
FIVE WINS THREE SECONDS
UTAH-IDAHO EIGHT RACE
MOTOCROSS SERIES

CHECKERED FLAG, INC.
SALT LAKE CITY

Penton West, Inc.

2150 So. Santa Fe St.
 Santa Ana, Calif.

Simi Valley M.C. & Oxnard Sports Festival

PRESENTS
SUNDAY, AUGUST 8, 1971

DISTRICT 37 POINTS

MOTO-CROSS

Follow line from Pacific Coast Hwy 1, west on Hueneme Rd. and south on Arnold Rd.

AMA SANCTIONED

CLASSES:

125 - 250 - POWDER-PUFF -
500 - OPEN & SIDEHACKS -

LOTS OF TROPHIES

MAIL IN ENTRY FEE \$4.00
POST ENTRY FEE \$6.00

(Mail entries close August 3)
 Practice runs 8:30 to 9:15 A.M.
 1st race starts at 9:30 A.M.
 Further info Ron Anderson, Chairman
 805-527-7064

Lone Star Rally Draws Crowd

By Johnny Warren
 HOUSTON, TEX., July 18, 1971 — The San Jacinto High Roller M.C. of Pasadena, Tex., the ambassadors of the motorcycle sport on the Gulf Coast, hosted the 1971 A.M.A. District 20, Texas State Amateur Rally, July 17 and 18 at the Hastin Ballroom at Alvin, and the Cloverfield Raceway in Friendswood.

Five hundred club riders and 400 competition riders from all sections of Texas attended the two-day event.

All Saturday activities originated at the Hastin Ballroom.

The first activity of the day was an 8-mile tour of Houston; 200 riders participated. After the tour a field meet was staged on the parking lot of the Hastin Ballroom. The field event consisted of a cloverleaf, potato and slow race.

The overall winner in the 0-175 class was Eugene McMillian, in the 176-450 Kenneth McMillian, in the 451-900 James E. Mallard, and in the HD 74 C.L. Washington. Barbara Brynon won the Powder Puff.

Next on the agenda was a Texas style barbeque and dance.

Sunday activities started with an 80-mile Poker Run leaving Hastin and ending at the Cloverfield Raceway. Joe Santos won this event.

The first event at Cloverfield was a motocross with 400 signups. The short track and scrambler were on the program also. The motocross was cut to two races per class.

In the 125 class, the first of the day, Terry Moore (Hon) of Houston demonstrated to the out-of-towners the proper way to run the Cloverfield course and breeze to an easy win. Travis Taylor (Hod) of Baytown finished second. Ronnie Dement (Hon) of Nacogdoches, Tex. won the second heat.

Houston riders completely dominated the 125 class. Keith Duffy (Pen) beat the pack off the line to miss several pileups to win both heats. Jerry Friedrich (CZ) finished second in both heats. In the second he had to fight his way out of the pack to finish second.

Eugene Cameron (Yam) demonstrated to the Houston riders that he could ride, outdistancing the field in both heats of the 175 class.

In the 250 class Joe Lim (Mon) coasted to an easy victory in the first heat followed by Robert Tuggle (Hus). Steve Harkney (Hus), one of the top riders in this area, led the first heat one lap and lost control of his bike on the second. In the second he raced to an easy victory.

Chappell Hill Track Re-Opens

By Janet West

CHAPPELL HILL, TEX., July 18, 1971 — Chappell Hill International Motocross Park was reopened today after being closed for approximately six weeks. During the time the track was closed it was under change and improvement; before the race, the track was disked, weeds were chopped, the grass was mown, and just for fun, the track was run backward for the race.

There were three outstanding races during the day — the first being the 250cc Novice class. Russell Allen (Ric) took the lead immediately in each heat and remained ahead throughout the race, leaving lots of space between himself and his second place runner, Stan Stearns.

Stearns, on a CZ, tried hard to catch Allen, but found it impossible. There were not any crashes or mutilations during this particular race, but Allen rode as well, if not better, than he ever has before, bringing his ability to the attention of some who had heretofore been not noticed — the rest of the 250cc Novices!

To have broken his thumb only a short time ago, Bob Graham was again out and in excellent form. Bob literally flew to first place in this class. Graham and the AJS looked as though they were wired together, flying down and around the track. Not only was he going fast, he couldn't make a mistake.

After about four laps in each of the three motos Graham would be at least one-half a lap ahead of everyone else and widening the lead still when the checkered flag was thrown. It seemed he had no competition, yet some of the best riders around were riding with him. It was beautiful to see man and machine

Gary Odom (Hus), Hackney's teammate of the H & H racing team, won the first heat of the Open class. In the second heat Odom had to work for a second place after a bad start. Bryan Fox (CZ) won the second heat.

A cloud burst came and rained out the short track program.

(Results on page 32)

DESOTO LEADS KBBQ TEAM

As the Tri-Am extravaganza takes shape for the August 22 Rough Rider date, John DeSoto has been announced as the captain for the Los Angeles radio team from KBBQ.

DeSoto will lead a prominent group of competitors consisting of Tim Hart, Ron DeSoto, Jim West, Jim Wilson, Gary Jones, DeWayne Jones, Gene Cannady, Bob Messer, Bryar Holcomb, and others, against the team from Ventura's KACY. More information can be obtained by writing Box 1132, Ventura, CA 93001.

CLOSURES (Continued from page 25)

improve trails in the balance of it is being finalized, and this proposal will be presented at a second public hearing before it is submitted to the regional forester to sign as a forest regulation, which carries the force of law.

The Utah forest held a similar public hearing, and from it came a proposal to close some areas along the foothills near the cities, "where the watershed factor is critical," according to the forest supervisor. He said a second hearing will not be held.

Meanwhile, the state Recreation Vehicle Advisory Council is holding regular meetings, after its establishment by the new Recreation Vehicle Act. It is expected to provide a recommendation on vehicle noise and safety requirements, as well as proposals for which areas of the state should be open or closed, by the September meeting of the State Board of Parks and Recreation, which was authorized by the act to affect regulations.

The group is considering a plan to create classes of areas, which would, for example, allow open pipes on the remote desert, but require mufflers in the mountains, according to Tedd Tuttle, an official of Parks and Recreation.

The Advisory council consists of: Richard Lancaster, president of the Utah Motorcycle Dealers Assn., and representatives of the Sierra Club, ATV interests, landowners and snowmobilers, for a total of five. The council has requested that a representative of the four-wheel-drive clubs be included.

work so well together.

The Open Experts proved equally exciting, as Bob and Greg Graham turned their bikes on to see which would win first place gold. Bob took the first moto with relative ease, and not much harassment from Greg. However, the second was wheel and wheel with Greg pushing for all he was-wroth and Bob struggling to maintain his lead. Luck was with Greg this time as Bob developed a flat tire, and rode the last 1/3 of the moto on a flat, coming in third to Greg's first.

Tension was high and the Grahams were definitely geared for the third moto, each determined to win. Surprisingly, Mike Calbreath, riding a Maico, was first off the line and held his position for the first two laps, with Bob Graham pushing hard and finally getting around.

Once around Calbreath, Bob widened his lead considerably until he started having trouble with his forks. It was then that Greg began closing in for the "kill".

For the next couple of laps the borthers rode side by side for all they were worth, each straining himself and his bike to come over that finish line first. As it was, they both came over at about the same time, with only a half a wheel difference. But it was that difference that won the race for Bob Graham — it was his half that finished first!

No bad accidents, arguments or other disturbances marred a perfect day for a race. It even rained a bit to cool things down momentarily and help settle the dust.

(Results on page 32)

All-Jrs. at Rough Rider

By Chuck Ferguson
ROUGH RIDER CYCLE PARK, SIMI VALLEY, CAL., Aug. 1, 1971 — As with all "All-Junior Days" which are designed to give the Beginner and Novice a crack at the brass for a change, there were a few Intermediates and Seniors who attempted to swoop in and out with some quick-easy brass.

Fortunately, several of these cherry-pickers were spotted by some alert officials and spectators and these critters were turned from beneath their rocks; some grudgingly left while others had the veracity to race again only to receive the "you blew it" flag and then raised all kinds of excuseful hell!

The management stood firm and the decisions held and with that out of the way let's mention a few of the day's highlights.

100 Beginner Arville Lorelta took both his motos and 100 Novice was a Twin-Victory for a Tri-Am favorite Larry Hentschel. In line with double sweeps were Bob Rogers (125 Beginner) and little Dave Kolbe (125 Novice). A tough 2 seconds was a good first overall for 250 Beginner Randy Brenneise with Scott Hartley bagging the 250 Novice class. Not to be outdone was Open Beginner Rod Kershaw with his two firsts and rehearsing for the Tri-Am was crafty Scott Pelky who carted away Open Novice brass.

Today's event caps the racing program at Rough Rider until the Tri-Am August 22....The normal week day riding is temporarily halted due to extensive preparation but officials did say the course will be open for public

use on weekends and the Tri-Am practice August 21 from 8 a.m. to 3 p.m.

PETTY LEADS KACY TEAM

Motocross great Preston Petty will be captain of the Ventura County's KACY radio station team for the special match race at Rough Rider Park during the Tri-Am August 22.

John Rice will be co-captain to Billy Clements, Steve Scott, Kenny Zahrt, Tom Rapp, Doug Grant, and others.

Suspension List Grows

Bill Boyce, Director of Professional Racing for the AMA, has announced the suspension of five more licensed professional riders for falsification of medical forms. The five falsified medical questionnaires resulted from a continuing routine examination of the AMA licensing files.

The riders suspended include Novice Brian and Steven Dalgarno of Baltimore, Md.; Novice Duane R. Van Leeuwen of Hollywood, Calif.; Expert Neil Keen of St. Louis, Mo.; and Expert David Aldana of Santa Ana, Calif.

The Dalgarno brothers are hereby suspended for 15 days effective July 27. Van Leeuwen, Keen and Aldana are suspended 15 days effective July 26.

The 15 days suspensions follow the precedent established for first offenses of this violation.

ISDT TEAMS ANNOUNCED

By Lynn Wineland
WORTHINGTON, OHIO, Aug. 2, 1971 — The A.M.A. is celebrating its recent association with the F.I.M. by making an all out effort in this year's Six Days Trials which is to be held in England on the Isle of Man. It is customary for the F.I.M. affiliate in the host country (in this case, England's A.C.U.) to set the number of entrants that the other country will be able to send to the contest. This year we are allowed 30.

To make its selection, the A.M.A. intended to hold six qualifying rounds but they got started too late to make it happen. Instead there were two rounds, one of which was not an A.M.A. event at all, the Berkshire Trials. The other event was the recently held Trask Mountain Trials. Virtually the same riders did well in both events so it's quite probable that the best riders have been properly sorted out.

Coincident with the problem of selecting the best riders is the selection of the brand of bike they are to ride. Both Husky and Penton have valid claims to the honor, so one obvious solution is to let each manufacturer supply half the bikes for the trophy

team. This was unacceptable to Husqvarna, so a deal was made to the effect that Penton will supply the Trophy Team bikes and Husky will supply the Vase "A" Team bikes. As kind of a sweetener to the deal, John Penton has agreed to pick up the entire tab for the Trophy Team.

A complete listing of the teams follows this article but here are a few interesting facts. On the Trophy team, besides the expected Pentons and Dick Burleson one finds Lars Larson and Gene Cannady. Lars generally rides a Husky and Gene is sponsored by DKW. On the Vase "A" team this year will be California's Jackalope, J.N. Roberts. Not much sand on the Isle of Man.

Along with the two Vase teams and the Trophy team, we are allowed four Manufacturer's teams. Which manufacturers will be represented depends mostly on which one produce suitable bikes in time for the event. Teams have been set up to represent OSSA, Dalesman-Puch, MZ, and Jawa-CZ. Theoretically CZ is to mount its team on prototype 350cc six-speeds.

To complete the AMA commitment, most of its brass, including Mike Vancil, Ed Youngblood and Russ March, will attend this year's trials.

TROPHY TEAM

Jack Penton	O.	100cc Pen
Tom Penton	O.	125cc Pen
Jeff Penton	O.	175cc Pen
Dick Burleson	O.	175cc Pen
Lars Larson	Cal.	175cc Pen
Gene Cannady	Cal.	125cc Pen

VASE "A" TEAM

J.N. Roberts	Cal.	250 Hus
Malcolm Smith	Cal.	250 Hus
Ron Bohn	Pa.	250 Hus
Jack Lehto	O.	250 Hus

VASE "B" TEAM

Gerald Pacholke	O.	175 Puch
Bill Uhl	Id.	175 Puch
Preston Petty	Cal.	175 Puch
Steve Hurd	Cal.	175 Puch

MANUFACTURER'S TEAM NO. 1

Dave Latham	Airz.	250 Ossa
Don Cutler	R.I.	250 Ossa
Charlie Vincent	Conn.	250 Ossa

MANUFACTURER'S TEAM NO. 2

Ron Jeckel	125 Dalesman-Puch
Les Grable	125 Dalesman-Puch
Chuck Boehler	125 Dalesman-Puch

MANUFACTURER'S TEAM NO. 3

Al Baker	Cal.	250 MZ
Max Switzer	Nev.	250 MZ
Mike Patrick	Cal.	250 MZ

MANUFACTURER'S TEAM NO. 4

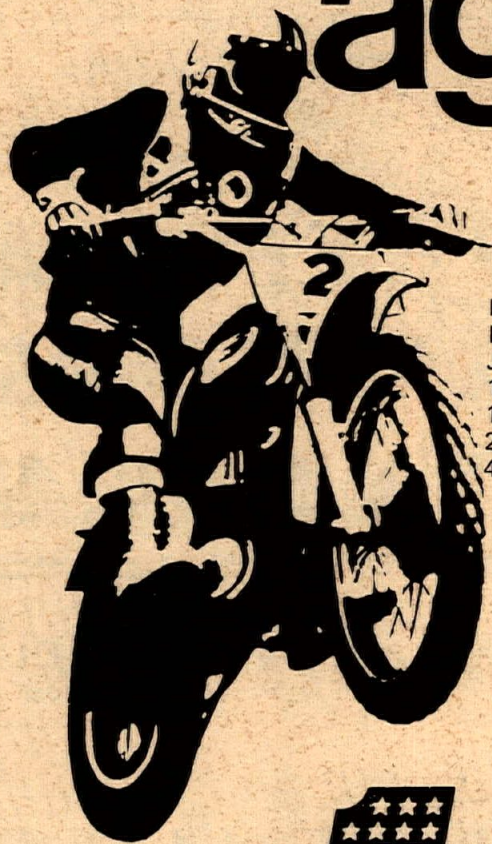
Bren Moran	N.Y.	350 Jawa
Frank Diaz	Cal.	350 Jawa
Ed Schmidt	Mo.	350 Jaw

CLUB TEAM NO. 1

Dave Mungenast	Mo.	175 Penton
Mike Lewis	Okla.	175 Pen
Gary Surdyke	Mo.	360 Yam.

CLUB TEAM NO. 2

Leroy Winters	Ark.	125 Pen
Dane Penton Leimbach	O.	175 Pen
Dave Eames	Mass.	250 Ossa



Hilltopper's M.C.
European Scrambles
July 25, 1971
100 Expert/Junior Class
1st — Mitch Mayes — BAJA 100
2nd — Terry Clark — BAJA 100
4th — Rich Mark — BAJA 100



the Harley-Davidson
outperformers

SIMI VALLEY JAYCEES

Present

2nd ANNUAL MOTO-X FOR ALL JUNIORS

at

Rough Rider Park Aug. 29

5131 Tapo Canyon Rd., Simi Valley, Calif.

CLASSES: 100, 125, 250, 500

Deadline for mail entries — Aug. 20, 1971

Mail entries to:

Hodaka of Simi
868 Los Angeles
Simi Valley, Calif.

ENTRIES \$3.00 MAIL
\$5.00 POST

NAME _____ ADDRESS _____

CITY _____ PHONE _____ ZIP _____

AGE _____ TYPE OF CYCLE _____

(Circle as Indicated) CLASS: 100 125 250 500 NUMBER: _____

*If you don't have an issued number, write "Pie-Plate" in box and pick-up issued number at track on race day...all entrants must check-in at sign up stand on a.m. of race day.

INCOMPLETE REGISTRATION VOIDS ENTRY

The undersigned entrant acknowledges that they assume all risk of any loss from injury or property damage to himself or to others, due to attendance and participation in this event and specifically holds harmless from any said loss the Rough Riders Park, sponsoring club or organization and owners of real property on which said event shall take place.

If entrant is under 21, parent or guardian must sign entry and in doing so, acknowledges consent to terms of entry.

SIGNATURE OF ENTRANT: _____
PARENT OR GUARDIAN (if under 21) _____

STATEMENT OF NOTARY
(Required for applicants under 21 years of age)

I, _____, being of legal age, do hereby Certify that I am the

(Parent or Guardian's name)

_____ of _____ (Applicant's name)

I hereby give my consent for said _____ (Applicant's name)

minor, to compete in Rough Riders Park Motocross, hereby releasing the Rough Riders Park Assoc., property owners, for any and all liabilities. This statement of consent is valid through August 29, of year date below.

Dated this _____ day of _____ 19 _____

(Parent or Guardian's Signature)

STATE OF CALIFORNIA COUNTY OF _____

on _____, before me, the undersigned, a Notary Public in and for said County

and State, personally appeared _____ (Parent or Guard. Name)

is subscribed to the within instrument and acknowledged that _____ (He or She)

executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.

Notary Public in and for said County and State

DESERT (Continued from page 6)

Did you think that a bit much? Well right out there in sunny Barstow some luckless rider caught his 250 CZ on fire. And would you believe, some helpful soul picked up a five gallon can and poured gasoline all over the smoldering bike? That's just what happened. It looked like a very expensive smokebomb.

Opinion about the quality of this week's race varied quite a bit. I liked it very much and thought it was just about the right degree of difficulty, all things considered. (Mostly, the heat. It was very, very hot). Marking, however, seemed to me to be something less than adequate in a few spots. Winner Rich Thorwaldson didn't like the course at all. "All silt and rocks," he said. But he added that he didn't think the club was to blame. It was just the nature of the terrain. He did hold the club responsible for the marking which he really thought was miserable. He got lost three times, not counting the trouble he had finding his way out of the pits.

Rescue 3 was on hand, trying out their new vehicle, and they had a fairly light day, about 7 reportable injuries. It's really nice to know that Rescue 3 is working an event that you're riding, especially when it's 110 in the shade (and there isn't any) and your scooter decides to point its drain plug at the sun.

(Results on page 32)

COME TO HAWTHORNE

LIMITED
ENTRIES
1,000

NEV. OCT. 10

LIMITED
ENTRIES
1,000

ENTRY OPEN - 8-1-71 CLOSING - 9-27-71

A & B Class
0-100cc
101-200cc
201-250cc
251-500cc
500-Open

3 DAY WEEKEND

TROPHIES & PINS

For Information Phone
Charlie Jones (702) 945-2988
Albert Schultz (702) 945-3473
Del Herrold (702) 945-2186

Entry Fee \$6.00
Use any standard
AMA Entry Blank

Mail to
Wassuk Scramblers M.C.
Box 872
Hawthorne, Nev. 89415

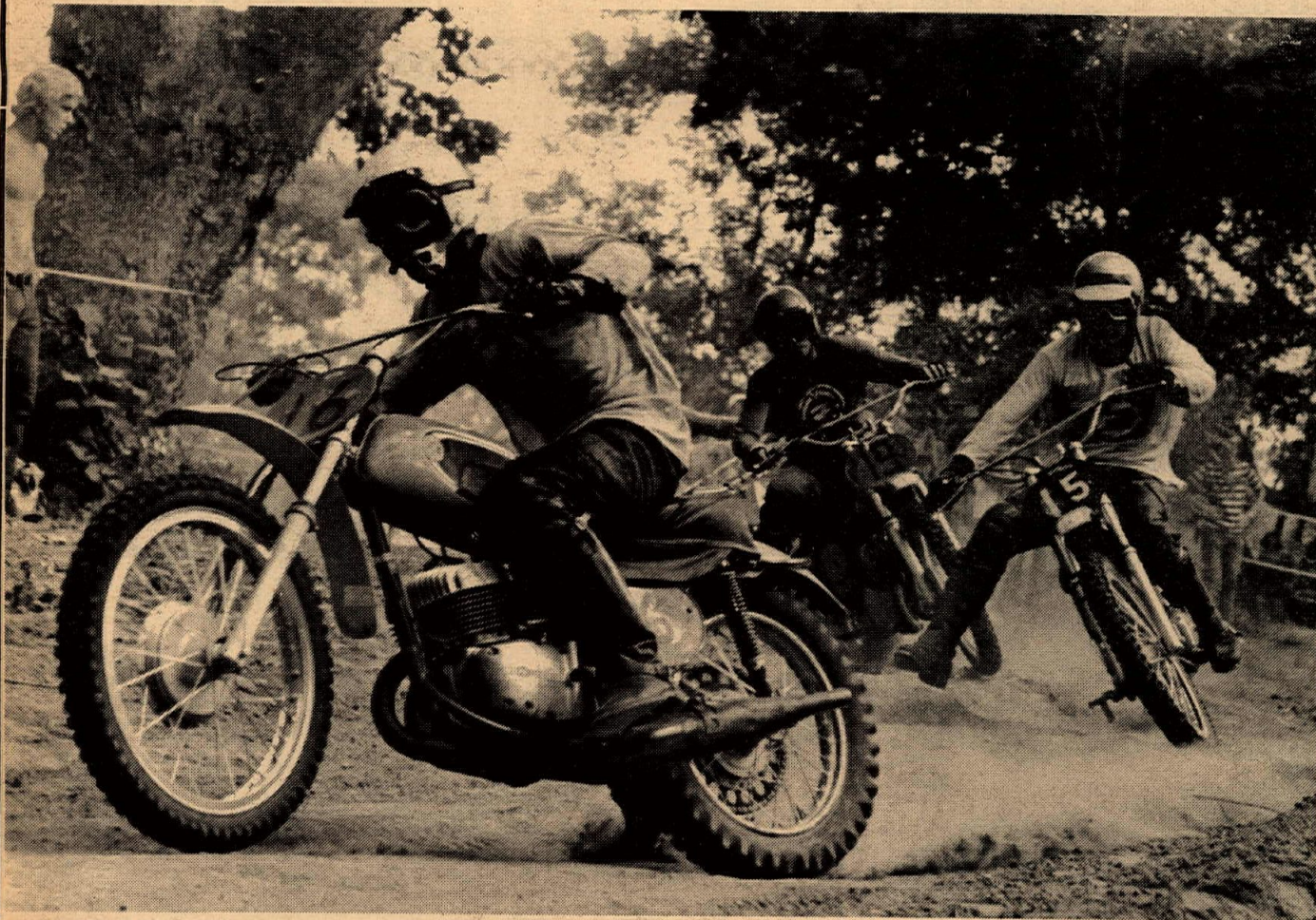


NATIONAL CHAMPIONSHIP ENDURO

100 MILES

100 MILES

what you see....
....is what you get



Inter-AMA
Orlando, Florida
July 18, 1971
250cc International
1st - Vlastimil Valek - CZ

Inter-AMA -
Indian Dunes Park
Valencia, Calif.
June 27, 1971
250cc International
1st - Vlastimil Valek - CZ

Inter-AMA
Cyclesports Park
Houston, Texas
July 11, 1971
250cc International
1st - Vlastimil Valek - CZ

Inter-AMA
Linville, Ohio
July 25, 1971
250cc International
1st - Dave Bickers - CZ

Inter-AMA
Motocross Series
Denver, Colorado
July 4, 1971
250cc International
5th - Vlastimil Valek - CZ

get.
serious



East: 185 Express St.
Plainview, L.I., N.Y. 11803



Canada: Skoda & Jawa Motors Ltd.
7600 Trans-Canada Highway
Montreal 377, P.Q.

West: 3745 Overland Ave.
Los Angeles, Calif. 90034



Williams Zaps

By Mike Capalite
Photos by Dennis Greene
COSTA MESA, CAL., July 30, 1971 - Ed Williams was the hero of the day tonight as he did all the right things in the Handicap class and came out top man. In his heat, he was able to grab a second spot behind Steve Bast, but coming back in the semi, he latched onto the win to give him some good backing by the fans for the Main Event. In the Main Event, it was Nick Nicolaides jumping into the lead with Williams second and Joe Fitzpatrick in third while the other three riders, Sonny Nutter, Steve Bast and Larry Shaw were all starting from the 60-yard line. Bast was first off the 60-yard line, but into the first corner, Steve spun out as Nutter came on the inside. Meanwhile Nick was holding the lead as Williams and Fitzpatrick bumped together in what could have been a bad spill, but both pulled away in good shape. Then Nutter dived under both Fitzpatrick and Williams, but as they came back out of the corner, Williams got Nutter back and proceeded to pass Nicolaides at the same time to move into first with Nutter right behind in second. In this same corner, Shaw had passed Fitzpatrick while both of them were passing Nick who had drifted too wide after being passed by Ed and Sonny. Nutter poured on the steam to catch Williams, but Ed was able to retain the lead to the checkered flag for the win and his kiss from the trophy girl.

The first Division III Main was straight-up and won by Dave McMahon, and devoid of any of the numerous spills usually encountered in these races. The second Division III Main made up for it all, however, as the first lap saw three of the riders go down and two more fall on the second lap after getting the red flag for a restart. After the restart, no less than four more riders went down in the course of the four laps with one rider falling a total of three times, for this one race with six riders, there was a grand total of ten spills, with Barrie Idom taking the win.

Although Phil Moon jumped into the lead in the second Division Main on his Velocette-powered speedway machine, Mike Curoso was able to slip under him on the corner and take over the lead to take it all the way for the win with Moon in second spot and Scott Sivadge taking the number three spot.

The Scratch Main Event was a bitter pill to swallow for the many Larry Shaw fans in the stands as Larry had won both his heat and semi and was looking good the whole evening. As the gate went up for the Main, Larry jumped ahead about three feet and that was all she wrote as he broke his primary chain in the jump off the line. This left the lead to Mike Bast who is looking better this season than he has ever looked as he retained the lead over second spot man Mike Konle for the remainder of the race. While third spot man Ed Williams

ACA TT/ST

By Rich Hoffman
EL TORO, CAL., July 28, 1971 - David Aldana (BSA) made a return visit tonight in the First Annual A.C.A.-sanctioned Orange County Yamaha Dealers Association races. For the second week in a row Aldana took home first place money in the 250 Senior Short Track. Scott Smith & Yam took second with K&N teammate Mike Meyers third.

Although Aldana was the easy winner in the 250 Senior S.T. Main, in the heat race it was Huntington Beach Cycle Park's number one rider Tom White (Bul) over the National Number 3 BSA rider, but in the Main the best White could do was a fourth.

Scott Smith was still the top money winner of the night with three main event triumphs. Scott won both 125 Senior events as well as the 500 Sr. S.T.

Second tonight in the win column was Morris Malone (AJS) who upset Scott Smith in the 250 Sr. TT and then went on to win the Open Sr. TT was well.

In the Junior division there were six different winners tonight: Bruce McDougal (Yam), Steve Flowers (Oss) and Marty Davis (Bul) all took one win each and a second in another race. Other Main Event winners tonight were Greg Smith (Mai), 500 Junior TT, Don Williams (Mon) 500 Senior S.T. and

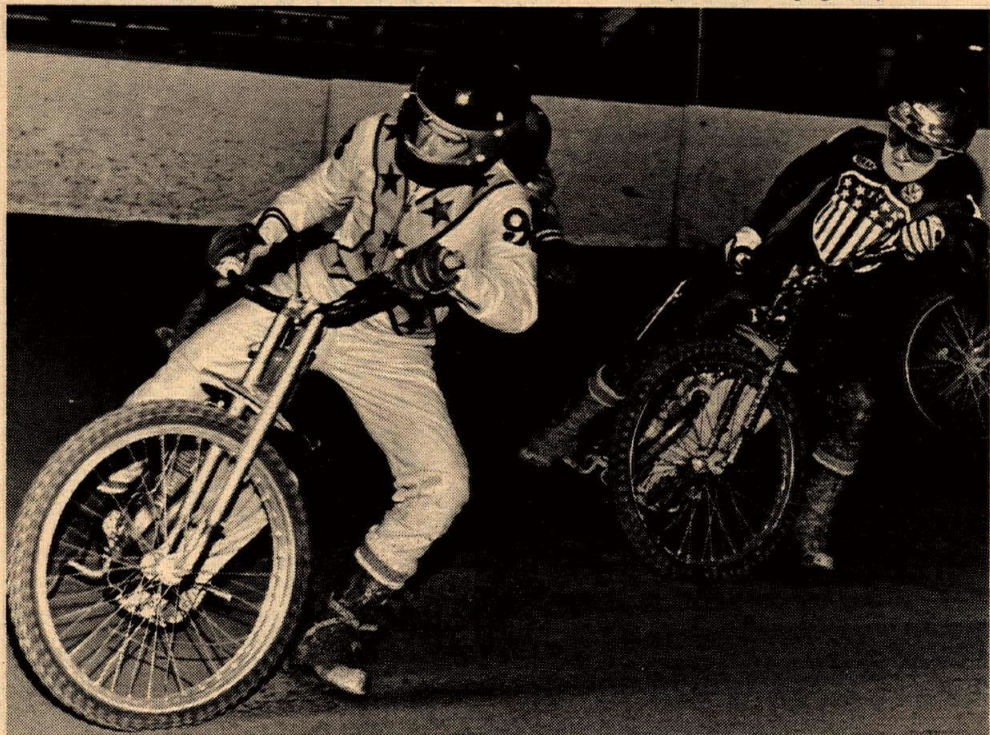
Handicap Competition

would have liked to make it two in a row, the best he could do was move up on Konle but Mike was holding it tight and they finished the last lap the same as they were on the first lap, Bast, Konle and Williams.

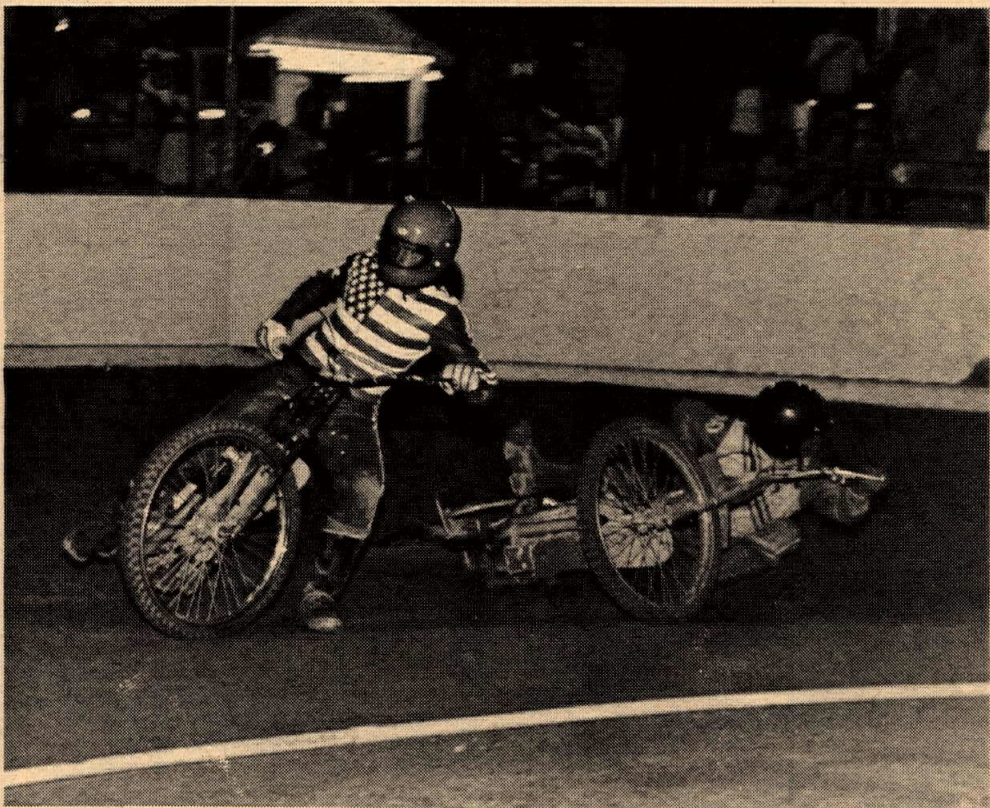
The Feature Match Race was between

Don Cullum and Larry Moon and as they went into the corner before the last lap flag, Moon went down so Cullum called for a restart and as he did in the first start, Don Grabbed the lead and took the win going away.

(Results on page 32)



Ed Williams was the big winner Friday night at Costa Mesa. Here he leads Sonny Nutter.



Mike Curoso and Jim Doron have at it during Division II action.

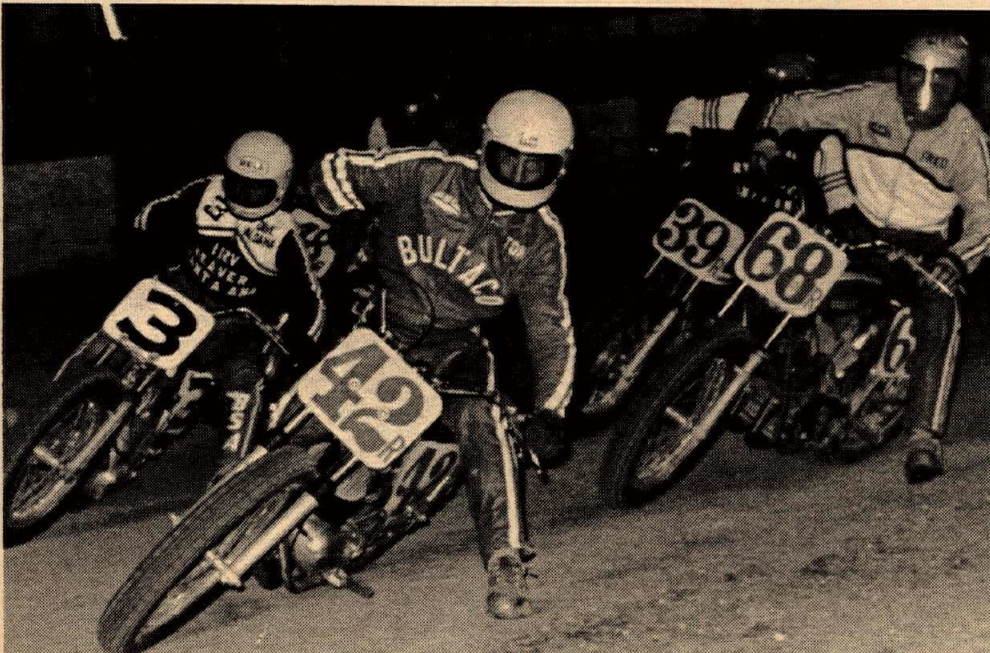
Falls to Aldana, Smith

Don Grigsby (Yam) in the 125 Junior S.T.

During intermission there was a special race on Yamaha Mini-Enduros by disc jockeys from Radio Station

K.Y.M.S. and after the race a drawing was held and a Mini-Enduro was won by a lucky ticket holder.

(Results on page 32)



Tom White (42r) rode his super-sano Bultaco around Dave Aldana (3) in his heat, but succumbed to fourth in the Main.

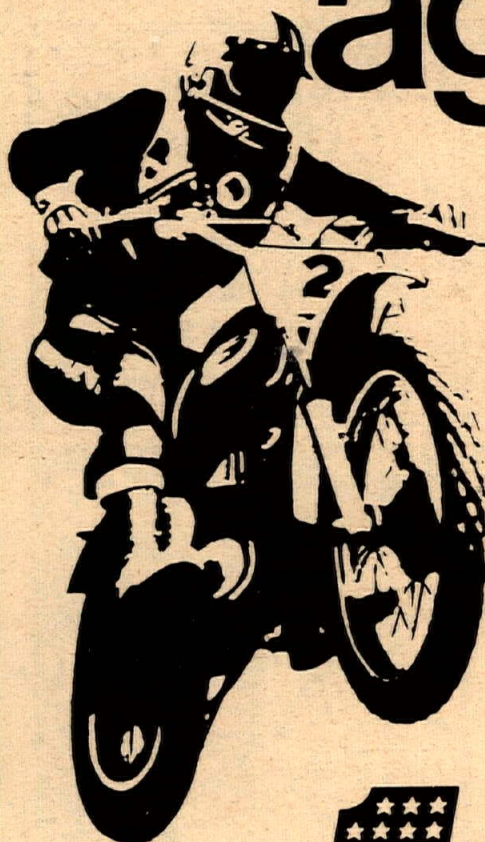
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July 18, 1971
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1st — Terry Clark — BAJA 100
2nd — Mitch Mayes — BAJA 100

Antelope Ramblers M.C.
100 Expert Class
1st — Terry Clark — BAJA 100
2nd — Mitch Mayes — BAJA 100
100 Amateur Class
1st — Kelly Hayes — BAJA 100



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Ossa mounted Mark Eggar got locked in a tight battle with two other Master trials riders, Kevin Walker and Bob Nickelsen. He managed to tie Walker at 25 while the pair edged out Nickelsen by one.

SCTA, Plonkers Try Effrin

By John Adcox

ELFIN FOREST RANCH, CAL., July 25, 1971 — The Southern California Trials Association and the Plonkers Trials Club held a joint family trials at Elfin Forest Ranch. The ranch is located near Escondido and has all camping facilities.

The area just outside the campgrounds offered a wide variety of terrain, a wooded area (a few trees), stream beds (some dry, the others too deep) and just plain dusty gullies.

There were 12 sections, the Amateurs rode sections 1 through 8, Experts went 1 through 10 and the Masters rode them all. Everyone made four loops. The loop was fairly short and most spectators found it no trouble at all to tour the section on foot. The kids sections were in an area about half the size of a football field and they rode five sections — four times each.

Most of the sections weren't difficult but they were tricky; lots of small bumps to knock you off your balance. Sections 1 through 3 were under the trees and within a few yards of each other so a lot of action was going on there when the trials got underway. Section 2 was the most fun; you entered it from a bank, dropped down into some thick underbrush and low branches which formed a tunnel; at the end, a sharp right brought you to the opposite bank and a quick blip of the throttle and you were out of the section. Section 5 was a gully. The entrance dropped off about 4 feet, then a quick right started you through a narrow, twisty gully and then another right up the bank and to the end of the section. Section 8 was set up under some trees and in a rocky ravine — not a bad section if you didn't give it too much throttle at the wrong time. Some did and found the rocks very uncomfortable. Sections 9 through 12 were laid out end-to-beginning. Where section 9 ended, section 10 started, and so on. If this wasn't bad enough the sections were straight up a ravine on the side of a mountain, so it was a continuous climb to the top — over 100 yards from the start of section 9 to the end of section 12 with rocks and 3- and 4-foot steps to jump.

At the end of the trails, a barrel roll was set up. None did too well but all had lots of fun. Family trials give competitors a chance to ride trials and relax and have fun. After all, that's what it's all about.

(Results on page 32)

Desert Heat Aced

By Kent Nicholls

LAS VEGAS, NEV., July 24, 1971 — As the thermometer pushed 113 degrees in Las Vegas Saturday, 95 desert racers thought it would be neat to race near Caliente, a small cattle town in central Nevada. It just so happened that Rim Benders M.C. was having their First Annual Mid-Summer Hare Scrambles in this area the next day.

The terrain was similar to Cherry Creek, complete with dust and millions of tire-grabbing boonie bushes. Many riders must have froze to death in the relatively cold 90 degree weather as 37 finished and only 18 went the full 100 miles.

Spectators were treated to two fantastic duels as Rex Frehner (Oss) and Tom Scales (Hus) dived for first Open Expert, and second overall. Tom came out on top, just barely.

The other super race of the day was between 125 Expert's Bobby Davidson (Pen) and Casy Folks (DKW). These two riders duelled 10 feet apart for 100 miles! George Antill trucked on to win overall on his 250cc Yamaha. There is a man here named Doug Wilders, who rides a Harley Baja 100, and seems to do faster as he gets older. He got a first in the 100 Expert class, and an fantastic 12th Overall.

All in all, racers and spectators alike had a great time at this premiere event.

(Results on page 32)



Craig Hunter lost only a dozen points while riding section 1-8, an effort good enough to take the 250 Amateur class.

International Report...

Phil Read, currently leading the fight for 250 world champion, suffered a setback July 17 when he got off his 350 Yamaha at 70-plus while practicing for the Czech Grand Prix. He suffered a broken shoulder, missed the Swedish GP July 24, but should ride the one next week in Finland....Meanwhile, current title-holder Rod Gould, who was all but out of the picture, won in Sweden and moved into a tie for second. "I can taste victory again", he said....Barry Sheene is currently on top of the 125 title standings, and at 20 years, may be the youngest man ever to win a world championship....Giacomo Agostini leads in both the 350 and 500 placings with nearly twice as many points as the runners-up in either category....

John Banks, a man without a ride since BSA dropped out of motocross and was rumored to go with CZ, is set to sign — with Husqvarna....Adolf Weil, the man who led the 500 world motocross championship series until recently, finally picked up his first win of the season at the West German GP July 18. Ake Jonsson made it one-two for Maico....Suzuki's lone rider Roger DeCoster still retains a slim lead in the standings....Joel Robert still needs a single victory to clinch his fifth crown, the best record ever.

The total-coverage, or Ned Kelly, helmet controversy still rages in England. Giacomo Agostini swapped his new Bell Star for the old pudding-basin to prepare for a bout with Rod Gould at Sweden's 350 GP, claiming concentration was easier. Ago won that one, and later won the 500 GP wearing the Star. Phil Read wrote in Motor Cycle News, "The Bell Star saved my life for the second time this season", referring to the above-mentioned crash in Czechoslovakia. Answering critics who maintain that the helmet is "hard to take off" and that a downed rider might be further injured in a panicky situation, Phil responded, "Okay, let's have some proper medical attention at the races!"

MIC NOTES

—James B. Potter, Jr., takes office on August 1 as the new Executive Director of the M.I.C. Jim may be reached at the M.I.C. Executive Offices...1001 Connecticut Avenue, Washington, D.C. 20036. Outgoing Director Paul McCrillis will work with Jim during the transition period.

—M.I.C.'s Minibike Committee meets with Bureau of Product Safety, Department of Health, Education & Welfare, on August 4. Les White, Minibike Chairman, heads the group. Watch for developments.

—Ray Lucia, Coordinator of the M.I.C.'s Technical Standards Committee, has called a meeting at 9 a.m. August 5 at the Airport Marina Hotel (L.A.). Discussion will highlight proposed Federal Safety Standards, as well as California Highway Patrol's proposed noise measuring procedure.

—Noise Abatement discussions will follow the Tech Standards meeting. President Pete Colman, Noise Abatement Chairman Alan Masek, and Chet Hale will meet with engineers from Wyle Laboratories who are conducting a noise study for the Federal Environmental Protection Agency (EPA). Hopefully, sensible federal noise standards will result.

—Dick Orth's P.R. Program moves forward again with a new series of public service ads built around the themes "Join the Noise Pollution Revolution" and "MAN — Motorcyclist Against Noise." These ads will shortly appear in "Cycle" (who have provided the M.I.C. one page per month free) and any other publications who volunteer to participate in this vital program. A series of public service radio messages is also in production, scheduled for release on the Metro-Media Network.

—Training of 270 D.O.T. Personnel started in July. 4 days of classroom and 2 successful riding sessions completed. Next riding training scheduled for Saturday, August 14, and Saturday, August 21. Each member brand is providing 2 to 3 motorcycles of 250cc or under. Riding conducted at Bolling Field, Washington, D.C., 9 a.m. each Saturday. Coordinator: Lew Buchanan, National Highway Traffic Safety Administration, (202) 426-0071. Contact Lew for participation or press coverage.

—Regional Motorcycle Education Workshops, sponsored by M.I.C.'s Safety & Education Committee (Chairman, Thornton Cooke). Successful workshops have been conducted by Dr. Duane Johnson (Northern Illinois University) at Indianapolis (July 19), Boston (July 24), Philadelphia (July 26), and Atlanta (July 30). Future workshops scheduled for Dallas, Denver, Los Angeles, Seattle, and St. Paul. Contact M.I.C. if you wish to attend.



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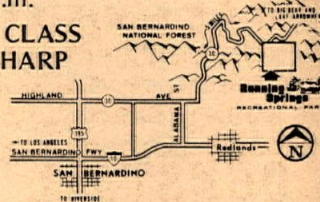
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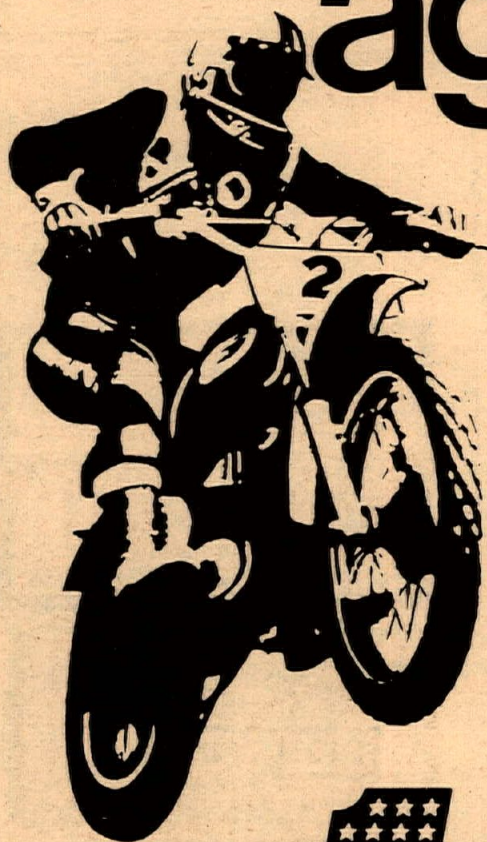
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baja wins again!



Desert Foxes Hare Scrambles
July 11, 1971

100cc Class

1st Terry Clark — BAJA 100
(4th Overall)

2nd Mitch Mayes — BAJA 100
(8th Overall)



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outperformers

125 JR TT	
Bruce McDougall	Yam
Robt Crecellus	Kaw
Tom Doty	Hon
125 SR TT	
Scott Smith	Yam
Bob Sanders	Kaw
Chuck Claydon	Kaw
250 JR TT	
Steve Flowers	Oss
Marty Davis	Bul
Dean Butterfield	Yam
250 SR TT	
Morris Malone	AJS
Chuck Claydon	Bul
Mike Myers	Yam
500 JR TT	
Greg Smith	Mai
Steve Flowers	Suz
Don Frauenberger	Bul
500 SR TT	
Morris Malone	AJS
Scott Smith	Yam
Bruce Baron	Ric
125 JR ST	
Don Grigsby	Yam
Bruce McDougall	Yam
Rodney Sexton	Yam
125 SR ST	
Scott Smith	Yam
Hank Scott	Yam
Chuck Claydon	Kaw
250 JR ST	
Marty Davis	Bul
Bob Gonzales	Bul
Dean Butterfield	Yam
250 SR ST	
Dave Aldana	BSA
Scott Smith	Yam
Mike Meyers	Yam
500 JR ST	
Don Williams	Mon
Steve Flowers	Suz
Bob Fisk	CZ
500 SR ST	
Scott Smith	Yam
Danny North	Hon
John Callicchio	Yam

INTERMOUNTAIN TT
Championship
Ogden, Utah
July 18, 1971
By Larry Knop

100 NOVICE	
Steve Nostrum	Suz
Phil Sugihara	Suz
Brad Smith	Hod
125 NOVICE	
Jeff Anderson	Dal
Mike Williams	Yam
Clyde Johnson	Yam
200 NOVICE	
Richard Beus	Kaw
Mark Hincee	Yam
Paul Nielsen	Yam
250 NOVICE	
Dave Spencer	Kaw
Steve Bingham	Yam
William Giles	Yam
OPEN NOVICE	
Mike Melinkovich	Mai
Russ Easton	Mai
Kay Chapman	Hon
MINI BIKE	
David Knudson	Yam
Sos Valdez	Hon
Dave Hutchinson	Hon
100 EXPERT	
Del Brown	Hod
Sos Valdez	Suz
Dick Vernieu	Suz
125 EXPERT	
Phil Bernard	Dal
Pete Crandall	Suz
Jody Hanson	CZ
200 EXPERT	
Kevin Croft	Suz
Phil Hart	Bul
Bob Best	Bul
250 EXPERT	
Jeff Carson	Bul
Woody Lawhon	Oss
Dennis Spencer	Yam
OPEN EXPERT	
Craig Williams	Suz
Ken Weskamp	Mai
Bob Brown	Mai
SMALL BORE SWEEPSTAKES	
Pete Crandall	Suz
BIG BORE SWEEPSTAKES	
Bob Brown	Mai

100 NOV	
Rick Lemlar	Ki
Chuck Erlenbach	Ho
Mike Murray	SL
125 NOV	
Mark Lemlar	Ya
Kirk Alexander	Bu
Rich Alquist	Ya
100-125-JR_EX	
Nick Nazzisi	Bu
Dan Jensen	Pu
175 NOV	
Joe Sickle	Bu
Ken Kutaka	Oss
Ray Byrne	Bu
200 NOV	
Larry Schenk	Suz
James Hidalgo	Bu
200 JR	
Ron Kole	Bu
Gary Tonda	Bu
250 NOV A	
Chuck Frazier	Bu
Joel Jefferies	Bu
Bill Littlejohn	Bu
250 NOV B	
Jeff Pacheco	Oss
Tom Tyrell	Bu
John Davis	Yam
250 JR	
Jim Casey	Bu
Scott Williams	Yam
Mike Cochran	Bu
250 EX	
Jim Foley	Yam
Dennis Robinson	Bu
Bruce Teixeira	Bu
350 NOV	
Gerry Carr	Kaw
Glen Hall	Hon
350 JR	
Dennis Cummings	Hon
Russ Barrett	Hon
500 NOV	
Tom Sanders	Bu
Dan Amich	Bu
John Giusti	Yam
500 JR	
Monty Tavares	Yam
Dennis Tomberlin	Bu
500 EX	
Jim Foley	Yam
Dennis Spence	Mon
Brian O'Hagan	Mon
650 NOV	
Cliff Servetti	Nor
Gary Swingle	BSA
650 JR	
Paul Leuty	Tri
Rich Beers	Tri
650 EX	
Bill Budde	Tri
Jim Brooks	BSA
Dan Hughes	BSA

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July 29, 1971
By Steve Young
HANDICAP CONSOL. MAIN
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Carl Spotts Jaw
HANDICAP MAIN
Chuck Hatcher Jaw
Rick Woods Jaw
SCRATCH CONSOL. MAIN
Freddie Ortiz Jaw
Mike Corcoran Jaw
John Fishburn Jaw
SCRATCH MAIN
Rick Woods Jaw
Gae Gifford Jaw
Stu Morley Jaw
MATCH RACES
Rick Woods Jaw
Rich MacMurray JAP

TT SCRAMBLES
American Canyon
Vallejo Speedway
Vallejo, Calif.
July 23, 1971
By James Bramme

100 NOVICE FINAL A
Ted Kennedy
Roy Brown
Chuck Morrison
100 NOVICE FINAL B
Karl Cleeton
Fred Poll
Jim Eastman
125 JUNIOR FINAL
Kavin Giffin
Gary Montgomery
Mark Yarrow
125 JUNIOR FINAL
George Combs
Billy Wilson
J. MacFarland
175 NOVICE FINAL
Mike Kalamaras
Steve Morrser
John Evans
200 NOVICE FINAL
Roger Denny
Mike Lane

David Haughs
250 NOVICE FINA
Toppo
Dennis Muelrath
Don Mikesell
250 NOVICE FINA
Paul McMakin
George Kerran
John Davis

250 JUNIOR FINAL
Kim Seideler
Robert Doran
Mark Lane
250 EXPERT FINAL
John Gennai
Danna Perri
Bill Verbescio
250 NOVICE FINAL
Don Rasmussen
Mike Marzetta
Tom Hutzler
500-650 NOVICE FINAL
Thomas Tyrrell
Ray Turner
Alan Mahoney
300-500 JUNIOR FINAL
Gary Stevenson
Ed Hausaman
Bill Manly
650 JUNIOR FINAL
Lee Gellaspey
Pat Lane
Ron Orr
500-650 EXPERT FINAL
Jim Saltone
Kent Johnson
Ken Helling

500 JR.	
R. Rodriguez	CZ
R. Dominguez	CZ
D. Mosier	Mai
500 EX.	
M. Tripes	CZ
B. Lendl	Mai
B. Rhoades	Hus
500 INT	
C. Bean	Mai
R. Franklin	CZ
G. Hughes	CZ
250 JR., DIV I	
T. Battenschlag	Ric
K. Markely	CZ
S. Bebeck	CZ
250 JR., DIV II	
C. Bower	Mai
D. Sherman	CZ
R. Blanton	Bul
250 EX	
B. Urban	Mai
K. Tennis	Mai
J. Derhammer	CZ
250 INT	
R. Rodriguez	CZ
G. Mosier	Oss
J. Buhl	Hus
125 JR.	
B. Porter	Bul
G. Huber	Bul
J. Sumners	DKW
125 EX	
T. Cook	Bul
J. Scotland	Yam
B. Urban	Puc
125 INT	
R. Didonato	Mon
S. Hoeller	Bul
B. Wygal	Bul
100 JR.	
A. Cancino	Hon
G. Bebeck	Hod
M. Smith	Per

SCRAMBLES
Lodi Cycle Bowl
Lodi, Calif.
July 23, 1971
By Bill Spencer

650 EX	
Bud Smith	Tri
Jimmie Brooks	BSA
Bill Budde	Tri
650 JR	
Conrad Saxelby	Tri
650 NOV	
Tony Arnaiz	Tri
Jim Joy	BSA
500 EX	
Jim Foley	Yam
Rick Hocking	Bul
Ray Huff	Bul
500 JR	
Dave Scott	Mal
Danny Leet	Mon
500 NOV	
Frank Mendoza	Bul
Stu Dixon	Mon
350 JR	
Dennis Cummings	Hon
Dan Schooling	Hon
Roger Houston	Hon
350 NOV	
Rich Reece	Hop
Glenn Hall	Hon
WOMEN	
Clarice Holloway	Kaw
Genie Burrola	Bul

250 EX	
Gary Lozano	Bul
Bill Budde	Bul
Dennis Spence	Bul
250 JR	
Jim Casey	Bul
Danny Leet	Mon
Gary Trammell	Yam
250 NOV	
Bill Walton	Bul
Steve Sanchez	Bul
Ray An	Suz
200 NOV	
Paul Reid	Bul
Joel Klein	Bul
175 NOV	
Robbie Wright	Yam
Tom Hubbard	Yam
100-125 JR-EX	
Mark Asbill	Bul
Ted Davidson	Yam
125 NOV	
Melvin Emerson	Bul
Steve Sands	Bul
Ron Parry	Bul
100 NOV	
Dan Castelanh	Hod
Jack Arnold	Suz
Gerry Carr	Kan

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 Dick Barber
 Phil Omerod
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 Lloyd Ford
 Gary Palaka
 Richard Cook
 251cc-OPEN
 Gene Durham
 Steve Chavez
 Lee Roy Carmody
 Bob Rathjen
 Joe Gueterriz
 Michael Ahern
 Tommy Newton
 Ted Moore
 Jay Wilkenson
 Mike Van Bibber
 Jim Winkler
 Bob Clauss

100 NOVICE FINAL	
John Prince	Kaw
Steve McCartney	Kaw
Karl Cleeton	Bul
125 NOVICE FINAL	
John Taylor	Bul
Rick Huggard	Kaw
Bob Hannon	Bul
125 JUNIOR FINAL	
George Combs	Yam
Billy Wilson	Kaw
Duane Yarrow	Yam
125 EXPERT 175 JUNIOR FINAL	
Steve Powell	Bul
Larry Drew	Bul
Danna Perri	Bul
175 NOVICE FINAL	
Mike Kalamaras	Bul
Joe Sickle	Hon
Mark Lamke	Bul
200 NOVICE FINAL	
Dave Dotson	Bul
Mike Lane	Bul
Roger Denny	Bul
250 JUNIOR FINAL	
Jim Perry	Suz
Robert Hunt	Bul
Randy Booth	Mon
250 NOVICE FINAL	
Steve Birkhofer	Bul
Don Purdy	Bul
Larry Birkhofer	Oss
350 NOVICE FINAL	
William Riggs	Hon
Doug Vengstesson	Hon
Mike Marsetta	Hon
250 EXPERT FINAL	
John Gennai	Bul
Bill Trumbull	Yam
Jim Sailtone	Bul
500 NOVICE FINAL	
Thomas Tyrrell	Yam
J. MacFarland	Bul
Dave Souza	Bul
500 JUNIOR FINAL	
Gary Newman	Bul
Ron Kesler	Suz
James Hartbauer	Kaw
650 JUNIOR FINAL	
Ron Dotson	Tri
Lee Gellaspey	BSA
Phil Anderson	BSA
650 EXPERT FINAL	
John Gennai	Tri
Ken Helling	Tri
Jim Sailtone	Mai

AMXT CONTRIBUTORS

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LOST COYOTES HARE SCRAMBLES
5-27-71. Trophies will be presented at Masterlinks Hare Scrambles on Aug. 8. Please arrange to pick yours up if you cannot be there. Thank you. Gary B. Charters, Los Coyotes M/C.

CHAPARRALS M.C. — The Quiet 1 Enduro,
3-14-71. Remaining trophies and finisher pins may be picked up at Town & Country Cycle, 4111 S. Brookhurst, Fullerton. (714) 371-2460.

DESERT FOXES M/C will have the trophies from the July 11th Hare Scrambles at our pits this weekend at the Masterlinks M/C race — Don't miss out.

TROPHIES for the Desert Knights Hare Scrambles, June 6th, will be given at the Masterlinks Hare Scrambles, August 8. Any questions, call (213) 884-1584.

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HARE SCRAMBLES
Barstow M.C.
Aug. 1, 1971
By Ben Egbert
(Unofficial)
OVERALL

Rich Thorwaldson	1st H.W. Ex.	Suz
Larry Pfutzenreuter	1st L.W. Ex.	Bul
Max Wade	2nd H.W. Ex.	H-D
Bill Saltzman	3rd H.W. Ex.	H-D
Greg Hawks	1st Trail Ex	
Larry Roseler	2nd Trail Ex	
David Tribe	2nd L.W. Ex	
999cx	3rd L.W. Ex	
Richard Kendall	1st L.W. Am	
Brian Klock	2nd L.W. Am	
Mike Brooks	1st H.W. Am	
Buddy Ferro	2nd H.W. Am	
Mark Wright	3rd H.W. Am	
Peter Colbert	Ex	
Gary Westergaard	3rd L.W. Am	
Tom Dillon	Ex	
Don Gaide	Ex	
Gorden Schmid	3rd Trail Ex	
Scott Hailslip		

CAN-AM POINT STANDINGS
INDIAN DUNES PARK
28700 Saugus Ventura Road
Valencia, Calif.
CAN-AM POINT STANDINGS
July 18, 1971

100 JUNIORS		
Joe Flores, Jr.	Hod	
Larry Hentschel	Ric	
Mark Morrison	Hod	
Robert Brown	Hod	
Ron Stephenson	Ric	
125 JUNIORS		
Jim Hale	Bul	
Jon Hagar	Bul	
John Fenton, Jr.	Pen	
Shane McDonald	Yam	
Rick Salmon	Yam	
250 JUNIORS		
Phil Taylor	Mai	
Kenny Cook	Bul	
Joel Kyne	CZ	
LeRoy Cushman	CZ	
Tracy Oswell	CZ	
OPEN JUNIORS		
Tom Simpson	Ric	
Chris Alberts	Hus	
Mike Todd	Yam	
Dan Kadlec	AJS	
Randy Burack	Gre	
125 SENIORS		
Scott Hoffee	Bul	
Dave Rogers	Bul	
John Rice	Puc	
Larry Watkins	DKW	
Gary Bevans	Yam	
250 SENIORS		
Ron DeSoto	CZ	
Bryan Holcomb	Ric	
Scott Hoffee	Bul	
Dave Rodgers	Bul	
Tom Rapp	Bul	
OPEN SENIORS		
John DeSoto	Suz	
Terry Bilton	Mai	
Greg Johnson	Hus	
Tim Lunde	Hus	
Bryan Holcomb	Mai	

PRO TT
Graham Speedway
Graham, Wash.
July 23, 1971
By Dick Sjoboen
NOV. DASH

Steve Baker	Yam
JR. DASH	
Randy Skiver	Tri
EX. DASH	
Chuck Thielke	Tri
NOV. MAIN	
Steve Baker	Yam
George Leonard	Yam
Sam Martin	Bul
JR. MAIN	
Randy Skiver	Tri
Don Noble	H-D
Mike Hannula	Tri
EX. MAIN	
Emil Ahola	Tri
Squire Tomasie	Tri
FAST EXPERT	
Squire Tomasie	18.81
FAST JR.	
Randy Skiver	18.91

SCTA TRIALS
Elfin Forest, Calif.
July 25, 1971
By John Adcox
MASTER

Kevin Walker	Bul	25
Mark Eggar	Oss	25
B. Nickelsen	Oss	26
R. Bledsoe	Bul	29
Wm. Smith	Bul	34
Bob Grove	Bul	35
Vic Conaway	Bul	40
S. Martin	Bul	43
Gary Davis	Bul	63
Dave Evans	Oss	121
EXPERT		
Ray Rehkop	Oss	24
M. Belair	Mon	27
M. Miriani	Gre	28
J. Goodson	Mon	35
J. Sheehan	Mon	38
F. Belair	Mon	58
AMATEUR - 125cc		
J. Laudeman	Bul	21
C. Butler	Bul	43
S. Parriott	Kaw	46
R. Marquez	Sar	51
Clyde Buttler	Hod	98
AMATEUR - 250cc		
C. Hunter	Mon	12
J. Bourdeau	Bul	14
R. Graham	Bul	21
D. DeFoe	Bul	29
D. McDonald	Bul	29
G. Hutchinson	Bul	32
M. Whaley	Mon	33
T. Stewart	Bul	35
L. Eaton	Bul	35
B. Absher	Bul	36
M. Reardon	Bul	43
WOMEN - KIDS		
J. Martin	Bul	1
Debbie Evans	Yam	2
R. Radar	Bul	7
S. Stewart	Bul	12
R. Watson	Tri	14
Edna Evans	Yam	16
K. Miriani	Hod	17
C. Van Ruiten	Hod	19
L. Grove	Yam	20
D. Graham	Hod	22
L. Watson	Yam	24
T. Goodson	Yam	32
D. Evans	Yam	37

INTER-AMA MOTOCROSS
Unadilla Valley, New York
Aug. 1, 1971
250 FEATURE

Vlastimil Valek	CZ
Dave Bickers	CZ
Peter Lamppu	Mon
Chris Horsfield	CZ
Gunnar Lindstrom	Hus
Keith Franzen	Hus
Joseph DeWitt	Hus
Gary Jones	Yam
Jim West	Hus
Gary Myers	Hus
500 SUPPORT CLASS	
Tore Jonsson	Mai
Gordon Bowden	Spr
Lars Larsson	Hus
Glen Vincent	Hus
Paul Reed	Hus
OPEN AMA MOTOCROSS	
OVERALL SERIES/points	
Vlastimil Valek	1430
Dave Bickers	1170
Gunnar Lindstrom	1060
Jan Erik Salqvist	1052
Keith Franzen	969
Chris Horsfield	596
Gary Jones	458
Kristen Lindblom	414
Jim Weinert	380
James Wickes	375

MOTOCROSS
Indian Dunes
Valencia, Calif.
Aug. 1, 1971
By John Groat
POWDER PUFF

Janene Pennington	Bul
Claudia Dunning	Hod
Sharon Wilson	Ric
OLD TIMERS 0-200	
Tom Hoyle	Hod
Ed Poore	Bul
Ed Scott	Ric
OLD TIMERS 201-plus	
Dana Wilson	CZ
Jack Blackwell	Hus
Russ Wilson	Bul
100 JR. DIV. A	
Ron Stephenson	Ric
Mike Pauline	Bul
Jeff Geampaolo	Bul
100 JR. DIV. B	
Joe Flores, Jr.	Hod
Joe Granatelli	Bon
Greg Blackwell	Pen
125 SENIOR	
Larry Watkins	DKW
Gene Cannady	DKW
Bryan Holcomb	Ric
125 JR. DIV. A	
Jon Hagar	Bul
Dave Brattans	Yam
Jeff Graham	CZ
125 JR. DIV. B	
Greg Robertson	CZ
Tony Mason	Bul
John Erson	Ric
250 SENIOR	
Tom Rapp	Bul
Tim Hart	Mai
Bill Clements	Hus
250 JR. DIV. A	
Joe Kyne	CZ
John Dallaire	Mai
Dan Hammer	CZ
250 JR. DIV. B	
Tom Claire	CZ
Phil Taylor	Mai
Steve Nutter	Bul
OPEN JUNIOR	
Tom Simpson	Ric
Mike Sixberry	CZ
Warren Pierce	Mai
OPEN SENIOR	
John DeSoto	Suz
Bill Clements	Hus
John Rice	Mai

HALF-MILE
Ascot Park
Gardena, Calif.
July 30, 1971
15 LAP EXPERT FINAL

Jody Nicholas	Nor
Tom Rockwood	Tri
Dave Sehl	H-D
DeWayne Keeter	H-D
Chuck Hart	Yam
Keith Mashburn	Yam
Nick Theroux	Tri
Mel Lacher	Nor
Mike Mumford	Tri
Sammy Tanner	Nor
10 LAP JUNIOR FINAL	
Gary Scott	Tri
Kenny Roberts	Yam
Ron Moore	Tri
Tommy Sawyer	Tri
Tom LaFortune	BSA
Don Lipp	Yam
Denny Kanegae	Tri
Mike Kidd	Yam
8 LAP NOVICE FINAL	
Scott Brelsford	Yam
Steve Nichols	Yam
Gary Caldwell	Bul
Ivan Shigemasa	Suz
Tom Norton	Yam
Rex Barrat	Yam
Larry Gino	Yam
Ed Mitchell	Bul
John Caldwell	Yam
Steve Mudd	Suz

COLTON TRIAL
Jun 27, 1971
AMATEUR/EXPERT

Dan Smith	50
Del Orser	71
Sherrill Steinhauer	91
Jim Beaton	93
Sam Shaftner	102
Jerry Harper	108
NOVICE 250	
Dick Hanson	5
D.B. Fredenburch	16
Chuck Withrow	21
Tom Scott	24
Charles Keller	24
NOVICE 125	
Mike Baker	9
Bob Jeffery	16
Tim Wilson	19
Floyd Cloward	21
Roger Kerr	26

MOTOCROSS
Cloverfield Raceway
Friendswood, Tex.
July 18, 1971
By Johnny Warren
OVERALL WINNER

Howard Webb	Bri
Terry Moore	Hon
Ronnie Dement	Hon
125 CLASS	
Keith Duffy	Pen
Terry Friedrich	CZ
Bill Greene	CZ
175 CLASS	
Eugene Cameron	Yam
James Barnes	Yam
Kim Lindley	Yam
250 CLASS	
Robert Tuggle	Hus
Craig Glover	Mon
Joe Linn	Mon
OPEN CLASS	
Gary Odom	Hus
Bryan Fox	CZ
Don Kirk	CZ
POWDER PUFF	
Donna Robinson	A-E
Donna Barnes	Yam
Jan McDonald	Yam

MOTOCROSS
Chappell Hill, Tex.
July 18, 1971
By Janet West
125cc NOVICE

Jerry Frederick	Yam
Kevin Lamore	Yam
Jim Cartwright	Yam
125cc EXPERT	
Steven Stackable	Yam
Robb Riggs	Yam
Bill Greene	CZ
250cc NOV.	
Russell Allen	Ric
Stan Stearns	CZ
D.R. Williams	
250cc EXPERT	
Bob Graham	AJS
David Fowler	Bul
Craig Glover	Mon
OPEN NOVICE	
Bruce Williams	Mai
Mike Frichs	Hus
Gary Jackson	CZ
OPEN EXPERT	
Bob Graham	AJS
Greg Graham	Suz
Ed Abbott	CZ

SPEEDWAY
Cal-Expo
Sacramento, Calif.
July 23, 1971
By Bruce Young
DIV. II CONSOL.

Milen Vickers	Jaw
Ken Wood	Jaw
Jerry Baugh	Jaw
DIV. II MAIN	
Rich McMurry	Jaw
Ron McGill	Jaw
Ron Alves	Jaw
MATCH RACE	
John Fishburn	Jaw
Chuck Hatcher	Jaw
HANDICAP CONSOL.	
Les Chanky	Jaw
John Fishburn	Jaw
Gary Willis	Jaw
HANDICAP MAIN	
Gus Lauer	Jaw
Carl Cranke	Jaw
Butch Corder	Jaw
SCRATCH CONSOL.	
Carl Cranke	Jaw
Butch Corder	Jaw
Mike Rooney	Jaw
SCRATCH MAIN	
Les Chanky	Jaw
Dave Gifford	Jaw
Gus Lauer	Jaw

SPEEDWAY
Reno, Nev.
July 22, 1971
By Bruce Young
DIV. II MAIN

John Cunningham	Jaw
Paul Minor Jr.	Jaw
Ron Smalley	Jaw
HANDICAP CONSOL.	
Phil Stotts	Jaw
Dick Vargas	Jaw
SCOTT GERHARDT	Jaw
HANDICAP MAIN	
Dave Gifford	Jaw
Butch Corder	Jaw
Carl Spotts	Jaw
MATCH RACE	
Barclay Trehal	Jaw
Carl Spotts	Jaw
SCRATCH CONSOL.	
Greg Haserot	Jaw
Gus Lauer	Jaw
SCRATCH MAIN	
Dave Gifford	Jaw
John Fishburn	Jaw
Chuck Hatcher	Jaw

TURKEY-RAMA TRIAL
PNTA
July 11, 1971
EXPERT

Max Wells	4 pts.
Joe Gugliemelli	5
Sherrill Steinhauer	13
Danny Amon	14
Danny Smith	14
Mick Oliver	16
Greg Kelly	17
Harry Taylor	19
Leon Wilbanks	24
AMATEUR	
Sam Shaffner	7
Del Orser	14
James F. Beaton	15
David McCallum	23
Kevin Campbell	32
NOVICE 250	
Michael Beaton	2
Dick Hanson	4
Bill Taylor	6
Don Finley	9
Mike Baker	10
MINI-BIKE	
David McCallum	1
Russell Brandon	14
Bobby Cloward	23
POWDER PUFF	
Mary Lou Yoder	18
Amelie Magness	41
Caye Poe	44
Annie Shepherd	48
Darlene Bryant	48
Mena Jayroe	62

SPEEDWAY
Orange County Fairgrounds
July 30, 1971
By Mike Capalite
1st DIV. III MAIN

Dave McMahon	Jaw
Mike Mesojednik	Jaw
Troy McKee	JAP
Stanley Miller	Jaw
Ernie Harmon	JAP
Larry Aumock	JAP
2nd DIV. III MAIN	
Barrie Idom	Jaw
Bill Manley	Jaw
Gary DeWhitt	Jaw
Greg Eisele	JAP
James Poe	Jaw
Ken Cody	Jaw
FEATURE MATCH RACE	
Don Cullum	Jaw
Larry Moon	Jaw
DIV. II MAIN EVENT	
Mike Curoso	JAP
Phil Moon	Vel
Scott Sivadge	Jaw
Bruce Baron	Jaw
Donald Green	JAP
Dub Ferrel	Jaw
HANDICAP CONSOL.	
Dennis Gildehaus	Jaw
Don Cullum	Jaw
Jim Gresham	Jaw
Scott Autrey	Jaw
Mickey Quade	Jaw
Harlan Bast	Jaw
SCRATCH CONSOL.	
Jim Gresham	Jaw
Dennis Gildehaus	Jaw
Larry Moon	Jaw
Don Cullum	Jaw
HANDICAP MAIN EVENT	
Ed Williams	Jaw
Sonny Nutter	Jaw
Larry Shaw	Jaw
Joe Fitzpatrick	Jaw
Nick Nicolaides	JAP
Steve Bast	Jaw
SCRATCH MAIN EVENT	
Mike Bast	Jaw
Mike Konle	Jaw
Ed Williams	Jaw
Larry Shaw	Jaw

TT/FLAT TRACK
Trojan Speedway
South Gate, Calif.
July 29, 1971
By Art Loya
100 TT SRS.

Bob Sanders	Kaw
Tom Doty	Hon
Rob Morrison	Kaw
100 TT JRS.	
James Summers	Kaw
Larry Chapman	Suz
125 TT SR.	
Bob Sanders	Kaw
Mark Revels	Kaw
Tom Doty	Kaw
125 TT JRS.	
Tony Serute	Yam
Ron Pugh	Yam
250 TT SRS.	
Dale Hopkins	Bul
Bob Byars	Oss
Doug Mason	Bul
250 TT JRS.	
Steve Hyder	Bul
Chris Davison	Bul
100 F.T. SRS.	
Bob Sanders	Kaw
Mike Laney	Hod
Tom Doty	Hon
100 F.T. JRS.	
Larry Chapman	Suz
Dave Throgmorton	Suz
125 F.T. SRS.	
Mike Laney	Hod
Bob Sanders	Yam
Don Grigsby	Yam
125 F.T. JRS.	
Ron Pugh	Yam
Wayne McIntyre	Suz
250 F.T. SRS.	
Doug Mason	Bul
Bob Sanders	Yam
Dale Hopkins	Bul
250 F.T. JRS.	
Tom Avoian	Oss
Ricky White	Suz
250 TT TROPHY DASH	
Dale Hopkins	Bul
Bob Sanders	Yam
125 F.T. TROPHY DASH	
Bob Sanders	Yam
Mike Laney	Hod

TT SCRAMBLES
Perris, Calif.
July 24, 1971
By Elaine Jones
MINI-BIKE A

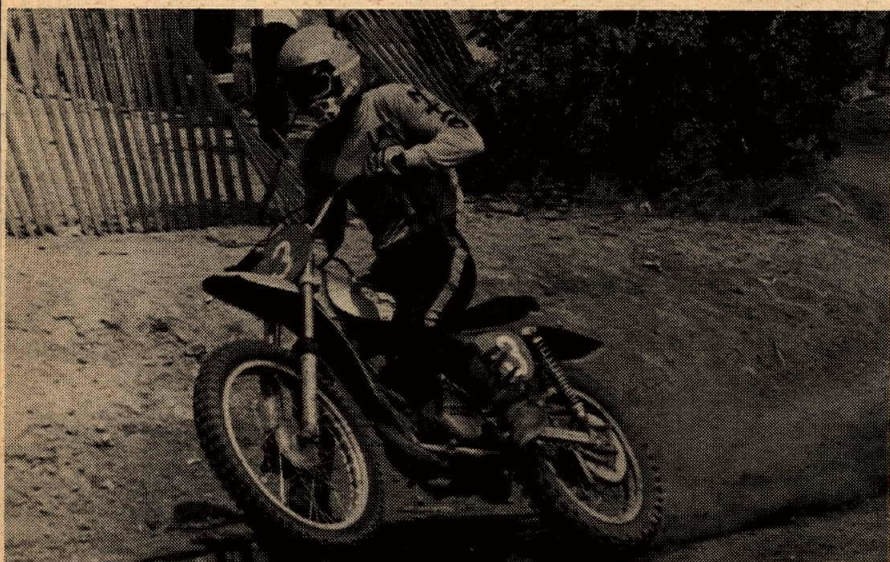
Dottie Frost	Mav
Randy Bennett	SST
Larry Eye	Mav
MINI-BIKE B	
David Jones	Hon
Bobby Conover	Kaw
David Gagnon	Hon
MINI-CYCLE A	
John Guthrie	Yam
Ron Cooper	Yam
Mike Anderson	Yam
MINI-CYCLE B	
Jim Freyder	Yam
Robert Baker	Yam
Kevin Copeland	Yam
100cc NOV. I	
Allan Hauser	Kaw
Dan McWhorter	Hon
Randy Serrard	Suz
100cc NOV. II	
Steve Bales	Kaw
Donald Ray	Law
Dave Racine	Kaw
125cc NOV. I	
Jim Miller	Yam
David Rees	Yam
Dave Diable	Yam
125cc NOV. II	
Tim Holm	Yam
Dan McWhorter	Yam
Rex Hailey	Bul
125cc NOV. III	
Robert Zepeda	Yam
Jim Ashley	Yam
David Caldwell	Yam
175-200cc	
Tim Holm	Yam
Gorden Bettencourt	Bul
Richard Barnes	Oss
250cc NOV. I	
David Boydston	Mai
Dave Fletcher	Oss
Steve Waller	Bul
250cc NOV. II	
Mike Albright	Yam
Bruce Kissack	Kaw
Dan Johnson	Kaw
250cc NOV. III	
Rick Draudt	Bul
Dusty Mudd	Bul
Jerry Renner	Yam
NOV. MOTO A	
Tom Darrah	Hus
Harold Holladay	Mai
Jeff McDevitt	Gre
NOV. MOTO B	
Bud Barry	Suz
Dennis Chandler	Suz
Ray Shaffer	Tri
A/E MOTO	
Vince Graves	Suz
Walt Foster	Yam
Ron McDaniels	Tri

MOTOCROSS
Imperial Valley M.C.
Live Oak Springs, Calif.
July 11, 1971
OPEN EX. Div. I

OPEN EX. Div. I	A
Gary Johnson	S
W. C. Thornton	C
R. Berdyck	S
OPEN EX. Div. II	
Curtis Smith	C
Gene Fetty	H
Rick Williams	S
250 Expert	
Roy Rossi	C
Jeff Willis	C
Ron Stacey	Y
125 EXPERT	
Eric Crippa	D
Richard Smith	Y
Budd Willis	C
POWDER PUFF	
Dyan Eckcer	Y
Ronda Hollenbeck	M
Carol Gooding	P
OPEN NOVICE	
Wes Clark	S
Bill Pienta	H
Johnnie Hollenbeck	M
250 NOV. Div. I	
Bruce Shepard	H
Mark Phillips	Y
Craig Adams	H
250 NOV. Div. II	
Roger House	C
Ynn M. Vick	Q
Ray Wigdahl	M
125 NOV. Div. I	
Max Dutton	C
Jesse Owens	F
Sandy Armstrong	C
125 NOV. Div. II	
Dean R. Stafford	Y
Joe Richard	E
Paul Davis	Y
125 NOV. Div. III	
Steve Johnson	S
Terrence Gabriola	Y
Mike Jennings	Y
100 NOV. Div. I	
Gary Hayes	S
Tom Acuna	L
Robert Morton	S
100 NOV. Div. II	
Terrence Gabriola	Y
Tommy R. Croft	H
Scotter Kazmouz	

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* Joe Granatelli * John Rice * Mark Nohr * Scott Hoffee * Jim
Wilson * Tim Lunde * Gary Bevans

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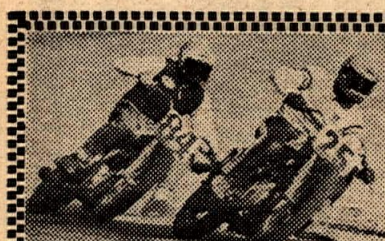
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ACA MX — 3rd Sunday of every month.
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Cycle \$1.00 Per Mini Bike
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A.M.A. FLAT TRACK
Motorcycle
Races

(Continued from page 2)

TT, Mile High, Slaughterhouse Gulch
Raceway, Prescott, Ariz. Noon. \$2.50 per
bike, \$1 gate. 602/445-0022, 445-0315.

MRA MX, Morgan Hills, Ca., Cycle Hills, S. of
San Jose. Cash to Experts. 10 am. \$5 mail,
\$7.50 post. 369 Mathew St., Santa Clara, CA
95050. 408/246-5660.

AMA NATIONAL CHAMPIONSHIP
HALF-MILE, Jennerstown Speedway,
Jennerstown, Pa. 20 laps.

MX, Oak Creek Ranch. Cash to Srs. Powder
Puff, Old Timers, Minis, Camping.

ENGLISH TRIALS, Plonkers. Elfin Forest in
Escondido, Ca. Hwy 5 to Elsinore turn-off
(78), E. to Rancho Santa Fe, S. past Lake San
Marcos to Questhaven Rd., E. to Elfin Forest
Rd., 2 miles to campground. (Let's see you
clean THAT section!) \$3 entry. Spark
arresters & mufflers. 10 am. 213/835-9441.

SPEEDWAY, Orange Co. Frngds, Costa Mesa,
Ca. 8:15 pm. \$2.50 adults, \$1.50 hi-teens, 50
cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo
(Ca.) Speedway. 8 pm. \$2 ride/watch. 'C'
trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15
pm.

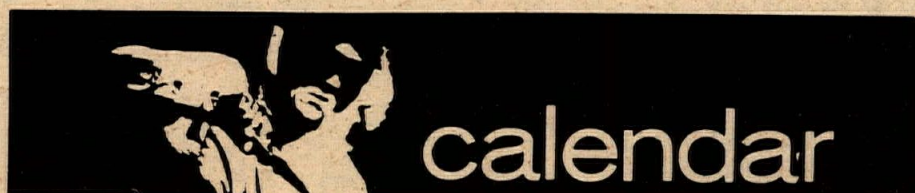
PRO TT, Sidewinders. On Lawnfield Rd. near
Clackamas, Ore. 8 pm. 503/659-1022.

SATURDAY, AUGUST 21

TT, Elsinore Race Track, Elsinore, Ca. 7:30.
Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14
mi. S. of Chico, Ca. 8:30 pm. \$2 ride/watch,
3 plates. 916/342-9302.

SPEEDWAY, Trojan Spdwy, South Gate, Ca.
7:30 pm. 213/923-9132, 862-0229.



TUESDAY, AUGUST 17

MINIS, SCMB. Trojan Speedway, South
Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes.
213/862-0229.

WEDNESDAY, AUGUST 18

SPEEDWAY, SRA. Kern Co. Frngds,
Bakersfield, Ca. 8:30 pm. Free parking,
program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 &
El Toro Rd. \$5 mail (8/16), \$10 post. 7:30
pm. 714/774-3222.

THURSDAY, AUGUST 19

CMC MX, Ascot Park, Gardena, Ca. \$5 post.
Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcw,
Lubbock, Tex. 8 pm. Hi-Plains Racing Assn.,
5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca.
Gates close 7:15 pm. 213/862-0229.

FRIDAY, AUGUST 20

1/2-MILE, Ascot Park, Gardena, Ca. Night.
213/323-9710.

regularly scheduled events

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Toro Speedway (formerly Orange
County Speedway) 23001 Valencia.
El Toro, Calif., El Toro off-ramp
San Diego Freeway. Pre-Entry
\$5.00. Post-Entry \$10.00. Pits open
6:00 p.m., practice 7:00. First race
8:00 p.m. ACA license required. Pit
men \$2.00 membership.
Guaranteed Purse Sr. Classes.
Admission \$2.50, Jr. (12-16) \$1.50.
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— all classes 8 a.m. practice — 10
a.m. start — \$2.00 gate entry —
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Professional TT (night) by the Mt.
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TT RACING at Elsinore Race
Track. Gates open at 3, races at
7:30. Off Hwy. 71 in Elsinore, Cal.

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AT ASCOT PARK

\$5 post entry — 3 number plates.
CMC license required. Pit gates
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\$1.95, Kids admission \$.50. Under
8 Free. Entries close 6:30 PM.

1/2-MILE, Corona (Ca.) Raceway. \$1200 purse.
8 pm. Adults, \$2.50, juniors, servicemen \$2,
8-12 \$1. Free parking. 714/735-1705.

SCRAMBLES, Shasta. Happy Valley Rcw,
11 mi. W. of Anderson, Ca. \$2 ride/watch. 8
pm. 916/365-7753, 365-1709.

SUNDAY, AUGUST 22

ACA MX, Carlsbad (Ca.) Raceway. \$5 mail
(8/20), \$10 post. Cash to Seniors. Prac. 8 am.
714/774-3222.

AMA NATIONAL CHAMPIONSHIP ROAD
RACE, Pocono International Raceway, Mt.
Pocono, Pa. 100 miles.

CMC MX, Carlsbad (Ca.) Raceway. Penton
Series. \$5 mail (8/17), \$10 post. 10 am. Box
1402, Costa Mesa, CA 92626.

MINIS, WWMBRA. San Jose (Ca.) Frngds.
Use rear entrance. \$2.50 race, \$1 watch.
Noon. Box AE, Campbell, Ca.

MX, CMC Oregon. Goose Hollow, 20 mi. W.
of Salem, Ore., on Hwy 22. \$5 post, \$1 extra
bike. Box 845, Salem, Ore. 97308.
503/364-0461.

BENEFIT SCRAMBLES, Orland. Glen Co.
Frngds, Orland, Ca. 1 pm. \$2 ride/watch. No
knobs. 916/865-9067.

SRA HARE SCRAMBLES, Beginners and
Novices. 8 am. Lined 7 mi. N. of Adelanto,
Ca. 213/370-8234, 714/735-4641.

ACA ROAD RACE, Carlsbad (Ca.) Raceway.
\$8 mail, \$1 extra class/bike (8/20), \$17.50
post. 10:30 am. 106 N. Claudina, Suite 312,
Anaheim, Ca. 92805. 714/774-3222.

TUESDAY, AUGUST 24

MINIS, SCMB. Trojan Speedway, South
Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes.
213/862-0229.

WEDNESDAY, AUGUST 25

SPEEDWAY, SRA. Kern Co. Frngds,
Bakersfield, Ca. 8:30 pm. Free parking,
program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 &
El Toro Rd. \$5 mail (8/23), \$10 post. 7:30
pm. 714/774-3222.

THURSDAY, AUGUST 26

CMC MX, Ascot Park, Gardena, Ca. \$5 post.
Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcw,
Lubbock, Tex. 8 pm. Hi-Plains Racing Assn.,
5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca.
Gates close 7:15 pm. 213/862-0229.

FRIDAY, AUGUST 27

1/2-MILE, Ascot Park, Gardena, Ca. Night.
213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa,
Ca. 8:15 pm. \$2.50 adults, \$1.50 hi-teens, 50
cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo
(Ca.) Speedway. 8 pm. \$2 ride/watch. 'C'
trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15
pm.

PRO TT, Sidewinders. On Lawnfield Rd.,
near Clackamas, Ore. 8 pm. 503/659-1022.

SATURDAY, AUGUST 28

TT, Elsinore Race Track, Elsinore, Ca. 7:30.
Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14
mi. S. of Chico, Ca. 8:30 pm. (9/25) \$2
ride/watch. 3 plates. 916/342-9302.

SPEEDWAY, Trojan Spdwy, South Gate, Ca.
7:30 pm. 213/923-9132, 862-0229.

SCRAMBLES, Hayward. Hayward (Ca.)
Spdwy. 7 pm. \$2 ride/watch. Silencers. 'C'
trac.

SHORT TRACK, North Bay. Chris Beck
Arena, Santa Rosa, Ca. \$2 ride/watch. 6:30
pm. 707/544-8178, 546-3903.

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By Rod Breaker

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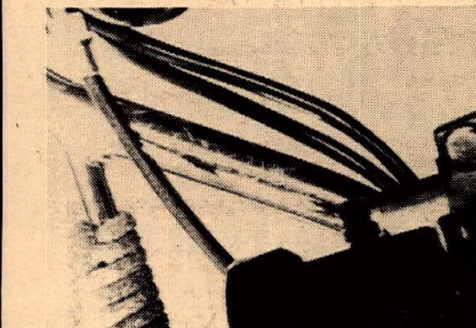
While back East the Enduro that starts at midnight has been around for some time, (Mark Twain Trail, Iowa Tall Corn Derby, Mormon Trail, etc.) their popularity is just beginning on the West Coast. For many riders this means worrying about whether the lights will keep working or not; this is something they have not had to contend with before. Besides a thorough checkout before you go on the run to see that all the connections are clean and everything is in working order, you can be prepared for any problems that may crop up along the way. It is a good idea to carry some type of small flashlight just in case, I have seen riders coming into a check with their flashlight taped to the front fender and using it for a headlight.



1.) In the event that you may burn out one of your bulbs, it might behoove you to wrap a spare set of bulbs in some foam rubber and insert them inside of your headlamp shell as shown here where they will be out of the way and safe from breakage. Better still, put a headlamp bulb inside the lamp housing and a taillight bulb can be taped inside of the taillight lens, that way you can save time as you will have to remove either one to change it if it goes out and the bulb will be right there at your finger tips. If your headlamp uses the sealed beam type of unit, you are just out of luck for carrying a spare unless you convert your lamp to the bulb type. If you would rather not make this conversion, your next best bet is to have your pit crew carry a spare sealed unit along. In case something happens, you will be able to limp into the next check point or gas check using someone else's lights and change yours.



2.) While many of these night enduros use public roads, the machines must conform to the state vehicle code which states that the tail lamp must be red in color. In case of a good wheelie, the lens can get shattered and maybe you will have a tail lamp, but without a lens; it can't be red so you could be liable for a citation. One thing that will help is to take scotch tape and cover the lens (of course it must be clear scotch tape) this way it will hold the lens together in case of an impact and while it might not look pretty, it can be kept in place so that you have a red tail lamp. Another system that some riders use is to paint the bulb with red fingernail polish so if they lose the lens, it will still be red (of course if the unit gets crunched, nothing is going to help).



3.) If your machine has the wires to the dipper switch running through the handlebars, this is asking for trouble. In case you fall down and the lever turns on the handlebar, there is a good chance of shearing the wires off and causing a direct short with the hot wire to the switch. These wires should be taken out of the handlebars and a small notch filed in the edge of the switch bracket so the loom can fit through it. Then run the wires down the outside of the handlebar as shown here, but they should be taped to the bar to avoid getting caught in the underbrush and tearing off. All the wires that travel out in the open should be checked to see that they are close to the frame so they will not get caught and ripped off.

Holm Double at Perris

By Elaine Jones

PERRIS, CAL., July 24, 1971 — One of the biggest entries for Perris turned out tonight in spite of the Point Run at Elsinore and both new and old faces put on quite a show.

Tim Holm had things together best as he picked up wins in both the 125cc Novice II and the 175-200cc class. Second and third place Dan McWhorter and Rex Hailey applied pressure in the 125cc class with each one right on his back wheel. In the second moto Rex Hailey came from no where to take the win. Gordon Bettencourt working on a handicap flag came about as close as anyone can to taking the win from Tim but the novice rider held his cool and the number one spot.

Vince Graves picked up his first win of the season in the A/E moto and like most of the races it was close. Walt Foster, a hard charger, never let up on Graves hoping for that one mistake that would open up a hole. Unfortunately for Walt, Vince never made one.

Bud Barry racked up another win in the Novice Moto B and if he keeps on he will find himself riding with the big boys.

Tom Darrah, a new face to the winner's circle, got it all together to take the win in the Novice Moto A. Harold Holladay and Jeff McDevitt were a close second and third and all of them were running almost identical times.

Rick Draudt finally figured out his Bultaco and had some fine duels with Dusty Mudd to take the 250cc Novice III. Draudt just traded a baby Greenstreak for the bigger Bul and his first few outings hadn't been too successful. Maybe Mudd inspired him to better things.

Taking a liking to Perris was Mike Albright as he picked up the gold in the 250cc Novice II go while David Boydston had the most points in the 250cc Novice I. But it went right down to the wire with three evenly matched riders. Dave Fletcher was second and Steve Waller third.

Robert Zepeda was the top man in the 125cc Novice II class. Jim Ashley was arguing the point but lost when he tangled in the tires and almost ended up in the spectators laps. Jim Miller took the first 125cc Novice class over David Rees and Dave Diablero.

Steve Bales is getting close to a Perris Amateur raing as he picked up another win in the 100cc Novice II class. It was a clean sweep for Kawasaki riders with Donald Ray and Dave Racine second and third.

Allen Hauser, another new face gave Dan McWhorter his second, second place finish in the 100cc Novice I.

Dottie Forst and David Jones scored wins in the Mini-Bike goes with John Guthrie and Jim Freyder taking the wins for the Mini-Cycles.

For all those riders who think the return strip into the pits is a racetrack, come sit with the spectators and eat all of the dust you raise. If you can't get it on out on the track don't do it in the pits, it doesn't prove a thing!

(Results on page 32)

MX CHAMPIONS

The New Mexico Motocross Club held its championship race on the Fourth of July at Bearcat Racetrack near Albuquerque. Riders from seven different states participated. The point standings indicate the champions for the year and appear on page 32.

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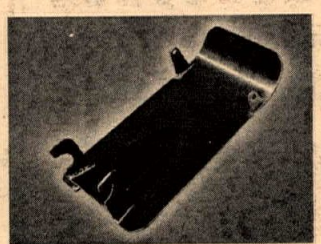
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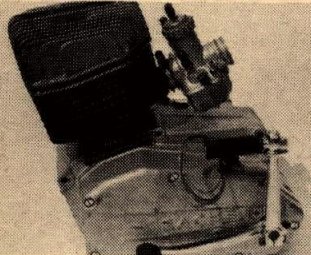
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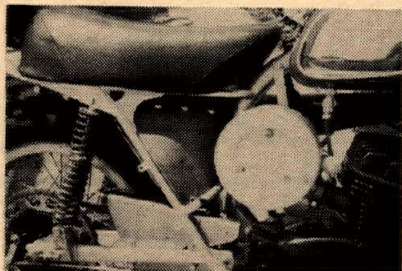
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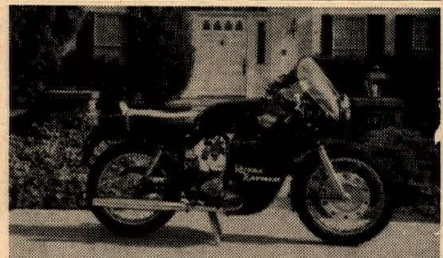
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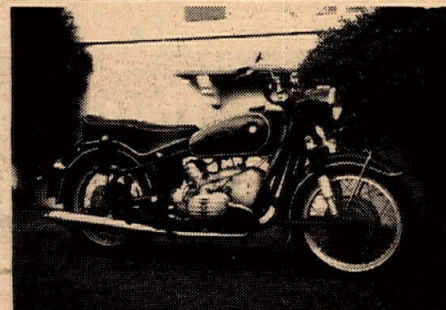
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'70 1/2 CZ 250. Filtron, Webco stand, Waters skid plate, folding pegs, Honda seals, Girlings & spares. Only ridden 5 times & never raced. \$750. (714) 529-8762.

HODAKA DIRT 90

Bored to 100. Completely rebuilt engine, never raced, \$225.00. (714) 982-7050.

OSSA Pioneer, 1971, 5 speed, 500 mi., \$800. Mint condition. (714) 528-4616.

TRIUMPHS - '63 T100 S/S - clean, street only, 650 desert sled with goodies. Spare parts; 500/600 lower ends, tires, seats, bars, etc. Gotta unload. (805) 252-8675.

FOR SALE OR TRADE: 1970 1/2 360cc Bultaco Bandito. Excellent condition, never raced, \$650.00. (805) 252-7344 after 7:00 p.m.

1970 CZ 250 MX. A-1 condition, reliable, \$750. (213) 884-0233.

SELL LATE 1970 DATSUN 240-Z. 4-spd., red, 11,000 miles, very clean, \$3900. Consider sharp '65-'69 El Camino in trade. (213) 423-7003, 435-2953.

WANT A BIKE? I have '70 Bultaco 125. Must sell!! (213) 762-2675 or 763-1519.

1969 SACHS 125cc

Exl. cond. \$350.00 or best offer. (213) 592-2918 or (213) 439-3093.

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Finest quality leather jeans. Extra-strong dacron sewn, belt loops & pockets. Available in brown, black or white. State waist size. Price \$39.95; lined add \$5.00. Plus \$1.50 postage & handling. Calif. residents add 5% sales tax. Send check or money order: 930 Felspar, Suite 2, San Diego, Calif. 92109.

LATE 1970 RICKMAN Micro Mettise Zundapp. Filtron, milled head, shift kit, very clean & very fast. \$650.00. (213) 293-7627.

HUSKY 360 Enduro - 2000 miles, extras, clean, \$700.00. (213) 443-5096.

1969 BULTACO PURSANG. 32mm Mikuni, Filtron, U.S. bearings, strong performer, \$495.00. (213) 889-3851 after 6:30 p.m.

1970 BULTACO PURSANG. Excellent condition, must sell, make offer. Call (213) 860-5066 after 6 p.m.

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Heavy duty motocross or desert. Excellent. (213) 376-4159. \$70.00.

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1971 500cc MX, trail, Gold Star. Now available. See your local BSA dealer.

402 JAWA ISDT

Factory prepared, super Enduro machine. Days (213) 866-4518, Eve. & W/E (714) 897-3894.

1968 1/2 GREEVES 360. Exlent., springs, extras. Must sell, \$425.00. (213) 843-6947.

'70 1/2 SUZUKI 250cc. 1700 miles, very clean, many extras, little dirt riding done. \$610. (213) 884-8032 evenings or weekends, (213) 479-1186 days.

'71 SUZUKI 90 MX with kit. Low swept chamber, Filtron, or trade for bigger dirt bike. Call (213) 696-2569.

'70 1/2 AMERICAN EAGLE Zundapp. Mildly ported, custom pipe, 28mm Mikuni, shift kit, floating rear brake, Akronts, enclosed Filtron, many other improvements, excellent condition, \$525. (213) 330-0531.

TRADE: RACER FOR ENDURO??

Suzuki TM250, factory MX bike. Fast, reliable, many spares including pistons, cases, clutches, cylinder, etc. Prefer SL125, Savage or Duster in excellent shape, or \$500. Phone Mike (714) 443-9079.

1969 MAICO X4A

Like new, never raced, used less than 30 hours on desert trails, yellow F/G fenders/tank, come try it. \$750/offer. (714) 833-2258.

TRADE - 1970 SUZUKI TS-90. MX'd, down pipe, new rear knobby, excellent - for Yamaha Mini-Enduro in like condition. (213) 353-8756.

TWO 1971 360 CZ's for sale. Immaculate. \$895.00 & \$995.00. See & test ride at Checkpoint Cycles, Northern Nevada's Jawa-CZ dealer, 40 So. Wells, Reno, Nevada. Call collect (702) 322-3889.

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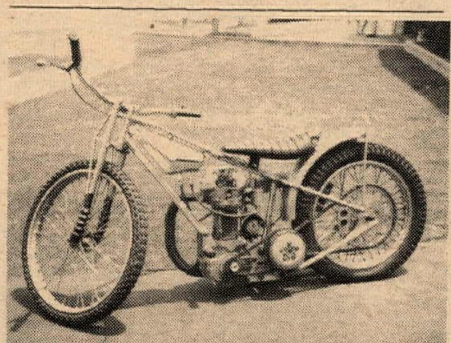
BONANZA MINI-CROSS

'71 - Tuned chamber, clean, never raced, \$275. (213) 244-4553 after 6.

1969 TRIUMPH 500cc. Ceriani forks, 21" wheel, 2 tanks, extras, \$700.00. (213) 325-7205.

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Race ready TR-2 Yamaha road racer with spares fresh from Daytona; also J.A.P. speedway bike with extras. Call Sonny (415) 961-4399.

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'68 YR-2 350, legal, never raced, subtle mods, reliable, goes well, excellent, super comfortable road bike. \$425 firm. (213) 451-3509.

ROAD RACER: Yamaha TR-2B 350cc very late model still in crate. Reasonable. Competition Accessories Inc., Rt. 68N, Xenia, Ohio. (513) 372-7607.

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Deadline for Want Ads is Friday noon for
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MOTOCROSS**TRI-AM****\$2,500****CASH PURSE TO SENIORS
GUARANTEED****AUGUST 22nd 'THE ROUGH RIDER'****\$15,000****COMBINED CASH & AWARDS
SUZUKI 400 CYCLONES****+ 1 ADDITIONAL SUZUKI, GIFT CERTIFICATES,
PRIZES, CONTINGENCIES, TROPHIES ETC.**WATCH FOR MORE INFORMATION EACH
WEEK. . . CELEBRITY TROPHY GIRL AND
GUESTS WILL BE ANNOUNCED AS RACE
DATE NEARS.**SPECIAL EVENT**THE FINAL RACE OF THE DAY WILL BE THE *RADIO TEAM RACE: ONE TEAM WILL BE REPRESENTING LOS ANGELES
COUNTY AND WILL BE RIDING FOR RADIO STATION KBBQTHE OTHER TEAM WILL RIDE FOR RADIO STATION KACY AND REPRESENT VENTURA COUNTY.
TEAMS WILL INCLUDE QUALIFYING NOVICES AND BEGINNERS PLUS TOP SENIOR RIDERS WHICH WILL BE SELECTED
BY INVITATION.BETWEEN THE 1st AND 2nd SERIES, PUBLICITY WILL INCLUDE RADIO, TELEVISION, MAGAZINE, NEWSPAPER AND
OTHER FORMS OF PROMOTIONAL EXPLOITATION (INDIVIDUAL PICTURES IN AWARDS DAY SOUVENIR PROGRAM.)
THE TEAMS SELECTED WILL SYMBOLIZE THE THEME OF THIS EVENT IN THAT THEY ARE "RIDING FOR REASON".
THEY REFLECT THE SPIRIT OF COMPETITION WHICH MAKES THE BENEFIT SERIES POSSIBLE.THE SUPPORTERS OF RIDERS, COUNTIES AND RADIO STATIONS WILL BE UNITED FOR A CAUSE:
THE INTEREST AND ENJOYMENT OF COMPETITIVE SPORTS AND SPORTSMANSHIP: ALSO, THE GIVING OF ECONOMIC
ASSISTANCE AND MORAL SUPPORT TO SOME EXTREMELY APPRECIATIVE SERVICE ORGANIZATIONS.**★ ALL STAR CAST ★****KACY - VENTURA COUNTY**Preston Petty (Captain)
John Rice
Doug Grant
Steve Scott
Ken Zahrt
Dean York
Tom Rapp
Billy Clements
Mike Todd
Randy Duncan
Joe Viellon
Scott Hoffee**KBBQ - LOS ANGELES COUNTY**John DeSoto (Captain)
Ron DeSoto
Tim Hart
Jim West
Bob Messer
Brian Holcomb
Gene Cannady
Lars Larsson
Gary Jones
Dewayne Jones**RACE DAY SCHEDULE**

Approximate Times:

TRACK OPENS	5:30
SIGN-UP CLOSES	8:00
RIDER'S MEETING	8:30
NATIONAL ANTHEM	8:45
RACES START	
100cc Beginners	9:00
125cc Beginners	9:20
250cc Beginners	9:40
Open Beginners	10:00
100cc Beginners	10:20
125cc Beginners	10:40
250cc Beginners	11:00
Open Beginners	11:20
LUNCH BREAK	
	11:40
100cc Novice	12:00
125cc Novice	12:20
250cc Novice	12:40
Open Novice	1:00 pm
125cc Seniors *	1:25
250 Seniors *	1:50
Open Seniors	2:15
100cc Novice	2:40
125cc Novice	3:00
250cc Novice	3:20
Open Novice	3:40
125cc Seniors *	4:00
250 Seniors *	4:25
Open Seniors	4:50

5:05 *KACY (Ventura) vs *KBBQ (Los Angeles)

TEAM RACE FINALE
CELEBRITY AWARDS PRESENTATION
*SPECIAL DRAWINGS FOR
CONTINGENCY PRIZES**'OVERNIGHT CAMPING OK'**Assisting the benefiting organizations, the following have donated their time,
services and merchandise:Rough Rider Cycle Park — Champion Helmets (1 doz)
"MXE" (racing jerseys & socks) — Bardahl Oil Company
House of Wheels (\$800 in gift certificates — La Habra Yamaha (\$50 in gift certificates) —
Custom Trophy Company, Gardena**U.S. SUZUKI CORPORATION IN COOPERATION WITH:**Woodland Hills Sportcycle Suzuki of Santa Barbara — Hooker Headers of Ontario
House of Wheels, Ventura**ONE SUZUKI 400cc CYCLONE EACH**COMPANIES, MERCHANTS, DEALERS, MANUFACTURERS AND INTERESTED PERSONS DESIRING TO ASSIST BY
OFFERING CASH DONATIONS OR CONTINGENCY CONTRIBUTIONS MAY CALL OR WRITE TO "CHUCK FERGUSON, P.O.
BOX 1132, VENTURA, CALIF. 93001 — (805) 643-5858."**ENTRY****BEGINNERS
AND NOVICES**

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JULY 25 QUALIFIERS ONLY — Indian Dunes Qualifiers will be notified by
mail and given entry instruction. *If not received By Aug. 10 — call number
listed below.**SENIORS 'AMATEURS-EXPERTS' 125cc 250cc OPEN**MAIL \$10.00 (AMATEURS, EXPERTS, ETC.) INCLUDES GATE
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TO ENSURE HAVING YOUR NAME IN "AWARDS SOUVENIR PROGRAM", GET MAIL ENTRY IN AS SOON AS POSSIBLE. . .

FOR INFORMATION CALL (805) 643-5858MAIL CHECK OR MONEY ORDER**PAYABLE TO "TRI-AM" AND SEND \$10.00 TO: "TRI-AM", P.O. BOX 1132,
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SIMI VALLEY FREEWAY TO TAPO CANYON RD. — NORTH ABOUT 2 MILES & LEFT AT TRACK SIGN